

PHILADELPHIA IN THE WORLD WAR



1914-1919



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PHILADELPHIA
IN THE WORLD WAR
1914-1919



INDEPENDENCE HALL
The Rallying Point of Philadelphia's
War Activities

Philadelphia *in the* WORLD WAR

1914 - 1919



Published for
THE PHILADELPHIA WAR HISTORY COMMITTEE
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PUBLISHER'S NOTE: We cannot let this opportunity pass without taking occasion to express our thanks and the very great appreciation that we have for the fine spirit of co-operation which Mr. John Frederick Lewis, Chairman of the Philadelphia War History Committee, has shown in the preparation and publication of this volume, which is one of such historical interest and value as to be handed down through posterity. In this expression of our appreciation we wish to include also Mr. J. Jarden Guenther, Secretary, and the other members of the Committee, whose whole-hearted cooperation and sustained effort have made the book possible.

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FOREWORD

Philadelphia's patriotism and unswerving loyalty to the Nation were never more plainly manifested than during the World War. Her people gave without stint, of their time and their means; many were wounded, and some, alas, made the supreme sacrifice at their Country's call. It is appropriate that a record of their work shall be preserved in permanent form for widespread circulation. Interest and sentiment alike suggest that all information concerning the activities of Philadelphians, whether in military, naval, civil, industrial or financial circles during the war, shall be preserved for historical reasons, and as an inspiration to future generations.

The Philadelphia War History Committee, which was appointed September 22, 1919, by the Honorable Thomas B. Smith, then Mayor of Philadelphia, and continued in office during my administration, has been steadily at work since its appointment, gathering material for a comprehensive history, and while it has not been possible to bring within the compass of a single volume all the details of the work of our people, it is hoped that this volume will be welcomed by every Philadelphian as a worthy memorial of the services of our fellow citizens during one of the most vital chapters in the history of the United States.

J. HAMPTON MOORE.

Mayor

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INTRODUCTION

PHILADELPHIA is probably the most native American of all the large cities in the United States, and is certainly second to none in patriotism.

Her loyalty has been shown upon every battlefield which has marked the Nation's history—in Mexico, in the Philippines, in Cuba, and alas, in France—and none the less by those who, kept at home, spared neither time nor treasure for those who went away. It is well to record such loyalty and to publish the same, so that the present, as well as the future, may know what was done and may again be done by a united people.

This book is such a record. It aims to be a comprehensive history of the part Philadelphia played in the World War. To publish everything her people did is manifestly impossible. Neither Municipal, State nor Federal archives have yet been completed, but it is hoped that in the following pages no important work has gone without mention, and that at least some credit has been given to all the different activities in which her people were engaged. Nearly 100,000 of her young men and women were in the Army or Navy, or in some branch of the Federal service directly connected therewith, and few indeed of her 100,000 homes but witnessed some effort towards winning the war.

Philadelphia was the most congested war material producing district in the United States, and the total amount of her output and its varied character are extraordinary. Her ships, her locomotives and her trucks, her guns, rifles and shells, her medicines and chemicals, and her military and naval supplies of all kinds, were produced in enormous quantities, with amazing speed, and promptly sent wherever needed.

From the day Archduke Ferdinand of Austria was assassinated, June 28, 1914, the work of the municipality and her citizens began, preparedness merely, but none the less earnest work against possible eventualities. The War Chronology prepared by Mr. Clark and published herewith will give at a glance the gradual sequence with which the road to war was marked.

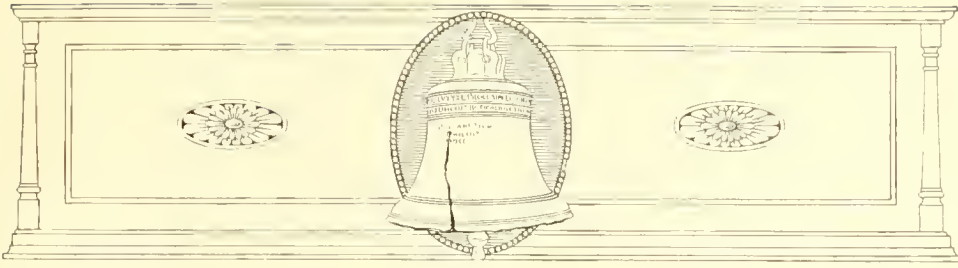
On March 20, 1917, the Mayor appointed a Home Defense Committee, and from that time until February 4, 1921, when the last of 122 ships were delivered by the American International Shipbuilding Corporation from the plant at Hog Island, the city's activities never ceased. When President Wilson, on April 6, 1917, declared a state of war with Germany to exist, instant support was offered the Government. While the Philadelphia Home Defense Committee was still in session, the Mayor wired the President pledging the ungrudging support of all the men and women of Philadelphia and all the City's resources to maintain the honor and dignity of the Nation and to protect the lives and property of Americans on land and sea, and this pledge was carried out to the letter.

The work of the Philadelphia Home Defense Committee was afterwards largely taken over by the Pennsylvania Committee of Public Safety when a Philadelphia Branch was appointed for the Council of National Defense, and after the termination of hostilities, when the work of the Philadelphia Council was completed, its Chairman, Judge Martin, suggested that the historical research

which it had conducted should be continued by the appointment of a Philadelphia War History Committee. The Council had collected a large number of photographs showing the war-time activities in Philadelphia, and had commenced the work of securing the war records of Philadelphia men and women in service. A house to house canvass had been made by the Police Department, and some 55,000 records obtained, but much remained to be done. The suggestion of Judge Martin was accepted and a Committee appointed which organized as follows: John Frederick Lewis, Chairman; J. Jarden Guenther, Secretary; Mrs. J. Willis Martin, Mrs. Barclay H. Warburton, Franz Ehrlich, Jr., James E. Lennon, Dr. Edward B. Gleason, John V. Loughney and Howard Wayne Smith. This Committee received a small balance of an appropriation which had been made by City Councils to the Philadelphia Council of National Defense, subsequently followed by a small appropriation for clerical and stenographic service, and with these funds and the assistance of the Women's Committee of the Pennsylvania Council of National Defense, all the material in this book has been gotten together for publication.

To J. Jarden Guenther, the Secretary of the Committee, acknowledgment is made for faithful and skilful service, but the printing and publication of the book are due entirely to the public spirit and enterprise of the Wynkoop Hallenbeck Crawford Company of New York, which has made an enviable record issuing war histories.

JOHN FREDERICK LEWIS.



PHILADELPHIA'S WAR CHRONOLOGY

By WILLIAM BELL CLARK



PHILADELPHIA'S varied part in the World War from June, 1911, to the beginning of 1921, is here arranged in chronological order. The dates of the great national or international events of the same period are shown in *italics* and form a basis of correlation with the local happenings.

In no sense is this a complete chronology of the city in the war. To attempt to tell everything that happened, even through the medium of a sentence apiece, would require more space than this entire volume. Hence, only the more important events are set forth. For illustration:

the histories of the national guard units or the drafted men are not attempted after the departure from the city. Those desirous of following them can do so elsewhere in this volume.

In arranging the chronology, the files of the local newspapers were used and the compiler sought to refrain from interpolating anything which, censored during the war period, has been made public since. For this reason there will be found little regarding what happened at the Navy Yard after April, 1916. The work of the Yard remained a closed book to the public until the war ended.

Questions of space made it imperative not to attempt to recount every draft call from the city; every launching at the numerous shipyards; every meeting or rally of the loan and other campaigns, etc. The principal dates are given throughout in the cases of the loans—opening, closing, subscriptions—and one or two important incidents.

The war period, particularly the year 1918, was filled with propaganda. At times it required a nice distinction to ascertain just what was news and what represented press agenting of war activities. This was particularly true in the recruiting campaigns and the many activities under the Food and Fuel Administrations and various branches of the Pennsylvania Committee of Public Safety and Council of National Defense.

Undoubtedly there will be many who may feel that their own activities have been slighted or overlooked. To them it can only be said that space was at a premium and all that could be crowded into that space appears in the chronology.

- June 28 — *Archduke Francis Ferdinand, of Austria-Hungary, and his wife, assassinated in Serajevo.*
- July 6 — *Pennsylvania Naval Militia (Philadelphia Battalion), sails for two weeks' practise cruise on U. S. S. Rhode Island.*
- July 9 — *First annual German Day, held at Lemon Hill, by German-American societies of the city.*
- July 20 — *U. S. Destroyer O'Brien launched at Cramps.*
- July 23 — *Austria-Hungarian ultimatum delivered to Serbia.*
German S. S. *Prinz Adalbert* sails with Philadelphia passenger, Dr. Maximilian Roedmann; ship subsequently put into Falmouth, England, and is seized as prize.
- July 25 — *Austro-Hungary receives and rejects Serbia's reply to the ultimatum.*
- July 26 — *Austria-Hungary and Russia begin mobilization.*
- July 28 — *Austria-Hungary declares war against Serbia.*
Paris Bourse closed.
- July 29 — *Russia completes mobilization in districts of Odessa, Kiev, Moscow and Kazan.*
Austro-Hungarian Consulate at 8th and Spruce streets besieged by reservists awaiting call to arms.
- July 30 — *Russia orders complete mobilization in all districts.*
Philadelphia Stock Market feels first effects of war alarms.
- July 31 — *Germany sends Russia ultimatum to stop every war measure within twelve hours.*
London Stock Exchange closed.
Philadelphia Stock Exchange closed.
Cancellation of sailing orders for German liner *Imperator* temporarily maroons a number of Philadelphians in Hamburg, including Morris L. Clothier, Mr. and Mrs. George W. Kendrick, 3d, Mr. and Mrs. Herbert J. Tily.
- Aug. 1 — *France orders mobilization.*
Germany declares war against Russia.
Austro-Hungarian Consulate receives Imperial order calling home every Austrian and Hungarian, between 21 and 33.
American liner *Merion* sails from Philadelphia with 150 passengers.
Thirty million in gold transferred from local U. S. Mint to Sub-Treasury, New York.
- Aug. 2 — *Germany demands free passage for her troops across Belgium.*
- Aug. 3 — *Germany declares war against France.*
Germany serves ultimatum on Belgium and violates latter's border.
France declares war on Germany.
Philadelphia Clearing House decides to issue certificates to protect gold supply from depletion by European demands.
Newspapers begin to list hundreds of local tourists caught in the war zone.
- Aug. 4 — *Great Britain serves ultimatum on Germany regarding violation of Belgian neutrality.*
German armies begin attack on Liège forts.
Germany declares war on Belgium.
President Wilson issues Neutrality Proclamation.
North German Lloyd liner *Kronprinzessin Cecilie*, after vainly trying to make German port with \$10,600,000 in gold, runs into Bar Harbor, Me., the local passengers on board including Morris L. Cooke, Dr. Francis X. Dercum, Robert Glendinning, Mr. and Mrs. Joseph B. McCall, Joseph B. McCall, Jr., and Miss Leonore McCall.
British Consulate instructed to inform British ships not to enter German ports.
Fifty French reservists leave local consulate for New York.
- Aug. 5 — *Great Britain declares war against Germany.*
North German Lloyd liner *Bradenburg* reaches port after pursuit off Delaware; left Bremen, July 23d with 387 passengers.
Hamburg-American liner *Prinz Oskar* arrives in Delaware.
- Aug. 6 — *Austria-Hungary declares war against Russia.*
Serbia declares war against Germany.
Philadelphia Sub-Treasury accepts deposits for Americans marooned abroad.

- Aug. 6—*Maurelania* reaches Halifax with the Philadelphians who had been delayed in Hamburg when *Imperator* failed to sail.
- Aug. 7—Italian liner *Ancona* arrives at Philadelphia.
First Brigade, National Guard of Pennsylvania, leaves for two weeks' training at Mt. Gretna.
- Aug. 8—*Montenegro* declares war against *Austria-Hungary*.
- Aug. 9—*Austria-Hungary* declares war against *Montenegro*.
Montenegro declares war against *Germany*.
- Aug. 10—German warships "*Gorben*" and "*Breslau*" enter the *Dardanelles*.
American liner *Haverford* arrives from Liverpool with 555 passengers who had been kept in ignorance of war declarations.
Italian liner *Ancona* sails with 800 passengers, mostly reservists.
- Aug. 13—*France* and *Great Britain* declare war against *Austria-Hungary*.
- Aug. 14—*First British Expeditionary Force* begins to arrive in *France*.
- Aug. 15—*Haverford* sails for Liverpool with seventy-three passengers.
- Aug. 17—*Last Liège forts fall*.
- Aug. 18—Charles J. Hexamer, president of National German Alliance, issues appeal to keep Japan out of the war and save the Pacific from Japanese domination.
- Aug. 19—U. S. Destroyer *Nicholson* launched at Cramps.
- Aug. 22—North German Lloyd liner *Bradenburg* sails with heavy cargo of coal. (Note: The *Bradenburg* eluded the Allied blockade, coaled a German raider, and reached Norway in safety.)
- Aug. 23—*Japan* declares war against *Germany*.
Belgian forts at Namur fall.
Serbia defeats *Austro-Hungarian* invaders at *Jadar*.
- Aug. 24—*British* forced back at *Mons*.
- Aug. 26—*British* defeated at *La Cateau*.
- Aug. 27—*Austria-Hungary* declares war against *Japan*.
Paul Hagemans, Belgian Consul-General, denounces bombing of defenseless cities by *Zeppelins*.
- Aug. 28—*Austria-Hungary* declares war against *Belgium*.
British light cruisers defeat *Germans* at *Helgoland Bight*.
- Aug. 30—*Russian army* annihilated at *Tannenberg*.
- Sept. 1—American liner *Merion* reaches Philadelphia with 103 passengers.
- Sept. 3—Twelve Philadelphia nurses, headed by Miss Margaret Lehman, leave for Red Cross work in Europe.
- Sept. 5—*The Battle of the Marne opens*.
Merion sails for Liverpool with forty-eight passengers.
- Sept. 9—*German armies* retreat toward the *Aisne*.
- Sept. 11—German and *Austro-Hungarian* Consuls devise plan to give Central Empire war news jointly.
- Sept. 13—*Battle of the Aisne opens*.
- Sept. 14—Italian liner *Ancona* arrives at Philadelphia with 111 passengers.
Haverford, American Line, arrives at Philadelphia with 153 passengers.
- Sept. 19—Knights Templar of First (Pennsylvania) Division, at fourteenth Annual Field Day on Belmont Plateau, pray for restoration of peace in Europe.
- Sept. 20—First Belgian Mission to the United States, headed by M. H. Carton de Wiart, Minister of Justice, visits Philadelphia.
- Sept. 21—Secretary of the Navy Daniels present at Philadelphia Navy Yard, for opening of work on new \$200,000 shipway.
- Sept. 22—*British cruisers* "*Aboukir*," "*Hague*" and "*Cressy*" torpedoed and sunk by U-9.
- Sept. 30—*Battle of the Aisne ends in a draw*.
- Oct. 5—American liner *Merion* arrives at Philadelphia with 113 passengers.
Citizens' Permanent Relief Committee, Mayor Blankenburg, Chairman, issues appeal for money for war sufferers to be expended by Red Cross.
- Oct. 9—*Antwerp falls to the Germans*.

- Oct. 12—Mrs. Edward S. Sayres organizes Local Belgian Relief Committee.
- Oct. 14—Belgian Consul General Hagemans makes appeal in connection with the visit of Mme. Emile Van der Velde, wife of the Belgian Minister of State.
- Oct. 19—American liner *Haverford* arrives at Philadelphia with 123 passengers.
- Oct. 20—Committee of Mercy, forerunner of Emergency Aid of Pennsylvania, formed at meeting at home of Mrs. Eli Kirk Price, 1709 Walnut Street.
- Oct. 22—Child Federation opens booth in City Hall courtyard for Christmas gifts for orphaned little ones of Europe.
- Oct. 23—Germans open attack on Ypres front in race for Channel ports.
- Oct. 30—Emergency Aid Committee of Pennsylvania formed, and headquarters opened at 1423 Walnut Street.
- Nov. 1—*Cradock's* British fleet dispersed and partly destroyed by Von Spee's German Squadron off Coronel, Chili.
- Nov. 3—Russia declares war against Turkey.
Great Britain declares the North Sea a "military area" and restricts neutral shipping.
- Nov. 4—Martin G. Brumbaugh elected Governor of Pennsylvania.
- Nov. 5—Emergency Aid Committee sends first consignment of 16 cases for European relief.
- Nov. 5—Great Britain and France declare war against Turkey.
- Nov. 7—Japan captures German Chinese concession at Tsintau.
John Wanamaker charts Norwegian S. S. *Thelma*, as Belgian food ship, and Committee of Publishers is formed to raise money to stock same.
- Nov. 9—German commerce destroyer "Emden" sunk by Australian cruiser "Sydney" off South Keeling Island.
- Nov. 12—German attack on Ypres front ends.
Belgian relief ship *Thelma* sails with 1,700 tons of food.
- Nov. 23—Turkey declares war against the Entente.
- Nov. 25—Second foodship, the *Orn*, sails for Belgium with 2,000 tons of food.
- Nov. 27—British super-dreadnaught "Audacious" sunk by mine off north coast of Ireland.
Foodship *Thelma* reaches Falmouth, England.



Mayor Blankenburg and Committee speeding the Relief Ship "Orn"

- Nov. 28—Emergency Aid Committee takes over basement of Lincoln Building for five departments.
- Nov. 29—Food ship *Thelma* leaves Falmouth.
- Dec. 2—*Serbia declares war against Turkey.*
\$198,891.06 and \$60,000 worth of food raised in Philadelphia and surrounding towns for *Thelma* and *Orn*, according to report of Publishers' Committee.
- Dec. 5—Foodship *Thelma* reaches Rotterdam.
British S. S. *Batiscan*, with 6,700 tons of wheat and grain, sails from Philadelphia under auspices of American Commission for Relief in Belgium.
- Dec. 8—*Von Spee's German Squadron destroyed by Sturdee's British fleet off Falkland Islands.*
- Dec. 10—Councils appropriate \$50,000 for relief of the city's destitute; fund administered jointly with Emergency Aid.
- Dec. 14—Emergency Aid's three day "Made in America Bazaar," opens in Horticultural Hall, Broad Street, below Locust Street.
- Dec. 19—Food ship *Orn* arrives at Rotterdam.
- Dec. 25—British S. S. *Ferrona*, with 256,005 bushels of wheat, sails from Philadelphia under auspices of American Commission for Relief of Belgium.
- Dec. 26—*American Government protests against Great Britain's "military area" order and irregularities of such a blockade.*
- Dec. 30—British S. S. *Industry*, with 5,000 tons of foodstuffs, including \$57,000 worth purchased by Philadelphia Belgian Relief Committee, sails from Philadelphia under auspices of American Commission for Relief of Belgium.
- 1915
- Jan. 7—*Great Britain's reply to American protest declares that increased American trade with neutrals implies additional contraband goods destined for Germany.*
Hebrews at meeting in Mercantile Hall inaugurate \$100,000 campaign for relief of starving Jews in war zone.
- Jan. 8—*Battle of Soissons opens.*
- Jan. 11—"Made in America Bazaar" profits announced as \$50,301.10.
- Jan. 15—*Battle of Soissons ends.*
- Jan. 19—Governor Brumbaugh inaugurated.
- Jan. 24—German cruiser "*Blucher*" sunk in sea-fight on Dogger Bank.
- Feb. 4—German proclaims a "war zone" around the British Isles.
- Feb. 9—American liner *Haverford* arrives with seventy passengers.
- Feb. 10—*Great Britain amplifies reply of January 7th.*
American note protests German "war zone" order.
- Feb. 12—"Self-Sacrifice Day," for poor of city, held under auspices of Emergency Aid to raise \$100,000. (Fund completed in ten days.)
- Feb. 18—German "war zone" order becomes effective.
- Feb. 20—American note, identical to Great Britain and Germany, suggests compromise to make situation of neutrals more tolerable.
- March 5—Philadelphia Committee on American Ambulance Hospital, at Paris, reports \$23,222.73 raised for establishment of Philadelphia ward.
- March 10—German commerce raider "*Prinz Eitel Friedrich*" enters Newport News. (Subsequently interned.)
Battle of Neuve Chapelle opens.
- March 12—British abandon attack at Neuve Chapelle.
- March 22—Austrian fortress at Przemyśl (Galicia) falls to Russians.
- March 28—British S. S. "*Falaba*" sunk by submarine in St. George's Channel; one American life lost.
- April 11—German commerce raider "*Kronprinz Wilhelm*" enters Newport News. (Subsequently interned.)
- April 22—Germans first use gas in second Battle of Ypres.
- April 24—British Expeditionary Force lands at Gallipoli (Dardanelles).
- April 27—Italian liner *Ancona* arrives with 444 passengers.
- April 28—German aeroplane drops three bombs on American S. S. "*Cushing*."

- April 29—Home of Dr. Pasquale Gorgas, physician to Italian Consulate, bombed because he refused to give sick certificates to reservists to avoid war service.
- May 1—Germany begins offensive on entire Russian front. American tanker "Gulflight" torpedoed, eleven killed.
- May 7—Cunard liner "Lusitania" torpedoed and sunk off Old Head of Kinsale, south of Ireland; 1,153 lost, including 188 Americans.
 Philadelphians lost on *Lusitania*: Mr. and Mrs. Paul Crompton with six children and governess, Miss Dorothy Allen, Mr. and Mrs. Harry J. Kesser, Mr. and Mrs. William S. Hodges and two sons, Mr. and Mrs. Charles H. Robinson, Mr. and Mrs. E. Booth Jones and two children, David Todd and George Nicoll.
 Philadelphians saved on *Lusitania*: Samuel M. Knox, Herman A. Meyers, Thomas J. Williams.
- May 9—Battle of Artois begins.
- May 10—President Wilson makes "Too Proud to Fight" speech at Convention Hall to 4,000 newly naturalized citizens.
- May 13—America sends first "Lusitania" note.
- May 18—Street sale of Polish flags marks Polish Flag Day observance, under auspices of Polish Committee of Emergency Aid.
 "Peace Day" observed in city schools.
 Charles P. Weikel is first Philadelphian to enroll in newly created Naval Reserve.
- May 19—Portugal declares war against Germany.
 Battle of Artois ends.
- May 24—Italy and San Marino declare war against Austria-Hungary.
- May 31—German reply on "Lusitania" justifies attack on contention that vessel was semi-military.
- June 2—American liner *Dominion* arrives with 141 passengers from Liverpool and Queens-town; one dies of fright during submarine scare.
- June 8—Secretary of State Bryan resigns on eve of second American note on "Lusitania."
- June 12—Baldwin Locomotive Works announce receipt of order in amount of \$6,000,000 for 250 locomotives for Russia.
- June 14—Italian liner *Ancona* leaves for Italy with 400 reservists.
- July 9—First Brigade, National Guard of Pennsylvania, leaves for Mt. Gretna, for two weeks' encampment.
- July 10—German reply to second "Lusitania" note makes no disavowal.
- July 11—French War Relief Committee of Emergency Aid observes Bastille Day, and makes plea for relief contributions.
 French residents observe Bastille Day at Central Park.
- July 19—Eddystone Munitions Corporation, incorporated by Baldwin Locomotive Company to handle munitions orders amounting to \$81,200,000.
- July 21—Third American note on "Lusitania" declares German reply "very unsatisfactory."
- July 22—Italian liner *Ancona* sails for Italy with 300 reservists.
 Philadelphia Branch of National Security League holds conference on national defense at Racquet Club, John Wanamaker advocating nation pledge its resources in the sum of \$100,000,000, to redeem Belgium and restore peace in Europe.
- July 28—Italian Consulate issues final call to arms, more than 3,000 reservists having already responded, but 25,000 estimated in district embracing all of Pennsylvania and West Virginia.
- July 29—Members of Atlantic Deeper Waterways Association, after inspecting defenses of Delaware, declare them inadequate.
- Aug. 5—Warsaw (Poland) captured by Germans.
 City Solicitor Michael J. Ryan, in requested opinion, holds that reservists who leave city and desert dependents, should be arrested.
- Aug. 9—Many Philadelphians leave city to attend four weeks' military training camp at Plattsburg, N. Y.
- Aug. 17—American liner *Dominion* arrives and crew describe how American liner *Merion*, camouflaged as a super-dreadnaught, was sunk by German submarines under that impression at the Dardanelles.

- Aug. 13—Emergency Aid forms Italian Relief Committee.
British liner "Arabic" sunk off Ireland, forty-four passengers, including two Americans, lost.
- Aug. 21—*Italy declares war against Turkey.*
- Aug. 23—Provisional battalion of 175 men of Second Infantry leave for Panama-Pacific Exposition.
- Sept. 1—State Fencibles open three-day training camp at Broomall, Delaware County.
- Sept. 6—Constatler Volksvest Verein, at Central Park, opens for three-day celebration, funds to go to German war sufferers.
- Sept. 8—Many Philadelphians attend second Plattsburg training camp.
- Sept. 10—*President Wilson requests Austria-Hungary to recall Ambassador Constantin Theodor Dumba.*
- Sept. 17—Baldwin's receive contract for British high explosive shells, said to amount to \$10,000,000.
- Sept. 18—Colonel Fred Taylor Camp, Sons of Veterans, observe "Preparedness Day," in Kensington.
- Sept. 20—Italians forego usual parade, celebrating King Victor Emmanuel's triumphal entry into Rome forty-five years previous, and donate funds instead to Italian war relief work.
- Sept. 25—*British and French offensives at Loos and in Champagne open.*
- Oct. 6—*Loos and Champagne fighting ends.*
German and Austro-Hungarian invasion of Serbia begins.
- Oct. 12—Emergency Aid opens free employment bureau at 1519 Arch Street.
- Oct. 14—*Bulgaria declares war against Serbia.*
- Oct. 15—*Great Britain and Serbia declare war against Bulgaria.*
- Oct. 16—*France declares war against Bulgaria.*
- Oct. 19—*Italy and Russia declare war against Bulgaria.*
- Oct. 22—Drexel Biddle Bible Class opens six weeks' military instruction camp at Landsdowne.
- Oct. 25—Emergency Aid's report of first year's work shows 11,119 home relief cases worked upon; temporary positions secured for 5,103 women and 2,016 men, and permanent positions secured for 2,033 women and 2,755 men.
- Nov. 1—Government seeks sixty-three Philadelphians who failed to return passage money loaned them when caught in Europe, at outbreak of the war.
- Nov. 2—Thomas B. Smith elected mayor of Philadelphia.
- Nov. 5—*American note to Great Britain protests irregularities of Allied blockade.*
France declares war against Turkey.
- Nov. 7—*Italian liner "Ancona" sunk by submarine in Mediterranean; nine American passengers lost.*
- Nov. 10—News of the sinking of the *Ancona* results in furious denunciations in Italian colony.
- Nov. 11—Madame Paderewski, wife of the pianist and Polish patriot, sells "Polish Refugee Dolls" at the Bellevue-Stratford.
- Nov. 23—Philadelphia Committee on American Ambulance Hospital, Paris, sends second \$15,000 for Philadelphia ward.
- Nov. 29—Emergency Aid opens week's "Rummage Sale" at war relief shop, in Widener Building.
- Dec. 1—*Henry Ford's "Out of the Trenches by Christmas" Peace Party sails for Europe.*
- Dec. 6—*American note to Austria-Hungary denounces sinking of "Ancona," and demands punishment of U-boat captain and reparation.*
- Dec. 13—Owen Wister, novelist, appointed to publicity committee of American Defense Society.
Steps taken to form Pennsylvania branch of Navy League.
- Dec. 14—Women meet at home of Mrs. George W. Childs Drexel and form Pennsylvania Women's Division for National Preparedness.
- Dec. 19—*American second note to Austria-Hungary renews "Ancona" demands.*
- Dec. 21—Security League holds mass meeting in Academy of Music, with James M. Beck and E. Alexander Powell as chief speakers, and inaugurates campaign for 100,000 members in fifteen days.

Dec. 21—Remnant of Serbian Army escapes invaders and reaches Adriatic shore.

Dec. 29—Austria-Hungary yields to American demands on "Ancona."

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Jan. 2—British S. S. "Persic" sunk in Mediterranean; American Consul lost.

Jan. 8—British complete withdrawal from Gallipoli (Dardanelles).

Jan. 13—Major-General Leonard Wood addresses Pennsylvania Women's Division for National Preparedness, in Garrick Theater.

Jan. 17—Polish Relief Committee of Emergency Aid, holds mass meeting at Moose Hall, Miss Henrietta Ely, of Rockefeller Relief Commission to Poland, being the speaker.

Jan. 18—American note to Allies, in urging disarmament of merchantmen, contends that such armament constitutes an auxiliary cruiser.

Jan. 19—National Americanization Committee begins two-day conference with meeting at Stokesbury home.

Jan. 20—Theodore Roosevelt, in address before National Americanization Committee, in Metropolitan Opera House, condemns hyphenated citizens and urges small, efficient standing army, susceptible to trained reinforcements.

Jan. 22—Emergency Aid report shows that \$543,177 has been expended in war relief work since inception.

Jan. 24—Pennsylvania Women's Division for National Preparedness opens week's campaign to enroll women in well-defined program for war or calamity work; recruiting station established in Widener Building.

Jan. 25—Twenty-five young women canvassers begin drive for membership in Security League.

Jan. 27—Philadelphia General Relief Committee (Hebrew), begins campaign to raise \$50,000 for Jewish war victims by a "tag day."

Jan. 31—Jewish citizens, at Metropolitan Opera House, pledge \$200,000 in three hours for Jewish war victims.

Pennsylvania Division of Navy League appoints committees and prepares for membership campaign with Alexander Van Rensselaer as Chairman.

Feb. 1—British South African liner "Appam" arrives at Newport News under German prize crew, having been taken at sea January 15th by German commerce raider "Moewe."

Feb. 8—Drexel Biddle Bible Class plans reserve regiments in every ward in city to be known as Drexel Biddle Military Corps.

Feb. 10—Secretary of War Garrison resigns as protest against American military program.

German and Austria-Hungarian Ambassadors announce that after, February 29th, all armed merchant vessels will be treated as auxiliary cruisers.

Feb. 15—American note to belligerents says this country urges no changes in existing rules of warfare.

Feb. 21—Germans begin attack on Verdun.

Polish law and medical students hold ball in Lithuanian Hall for Polish war sufferers.

Feb. 28—First American presentation of Polish Opera "Verbum Nobile," given at Metropolitan Opera House, under auspices of Polish Relief Committee of Emergency Aid.

March 9—Portugal commandeers forty German and Austrian vessels in its ports and Germany declares war as a result.

Pancho Villa and band of Mexican outlaws raid Columbus, N. M.

March 11—Major-General Leonard Wood addresses Princeton Club of Philadelphia, on preparedness.

A. J. Drexel Biddle, by telegram, offers Drexel Biddle Military Corps to nation in case of war with Mexico.

March 15—Austria-Hungary declares war on Portugal.

March 18—Secretary Tamm, for President Wilson, and Adjutant-General G. W. Head, for War Department, acknowledge Drexel Biddle Military Corps offer.

March 23—Third payment of \$15,000, made by Philadelphia Committee of American Ambulance Hospital, Paris.

March 24—British S. S. "Sussex" sunk in English Channel; twenty-five American passengers on board saved.

- March 31—Navy League begins enrolling civilians for volunteer naval service; headquarters at Racquet Club.
- April 1—Navy League secures 1,000 civilian volunteers in first day.
- April 11—Chairmen of state branches of Pennsylvania Women's Division for National Preparedness, meet here to plan extension of work.
- April 17—Company A, Philadelphia Reserves, Navy League, drills at Philadelphia Navy Yard.
- April 18—*American note on sinking liner "Susser" without warning, sent to Germany.*
- April 21—Southeastern Chapter, American Red Cross, formed a campaign for 50,000 members, launched with exhibit in Widener Building.
- German Bazaar opens for week at Convention Hall, Broad Street and Alleghany Avenue, under German Red Cross and German Relief Society.
- April 26—Campaign opens to raise \$500,000 in ten days to equip citizens' army of 18,000 men as part of Drexel Biddle Military Corps; banquet at Hotel Adelphia, with General Leonard Wood as chief speaker.
- General Townsend and British force surrender at Kut-el-Amara (Mesopotamia), to Turks.*
- May 2—Twenty-three Philadelphians leave on Navy League practise cruise on U. S. Battleships *Missouri*, *Wisconsin* and *Ohio*.
- May 3—First City Troop opens classes for rookies to be held each Wednesday and Thursday evenings in May and June.
- May 4—*German note renews "Arabic" pledges and assurances; admits "Susser" may have been sunk by U-boat, but gives conditions of reparation based on restriction to Allied blockade.*
- Citizens Army of Drexel Biddle Military Corps parades and attends mass meeting at Metropolitan Opera House, where Governor, Mayor and others speak.
- May 3—*American note refuses to consider other questions in dispute in settling sinking of "Susser."*
- German note admits sinking "Susser" and offers reparation.*
- May 13—*Austria-Hungarian offensive in Italy opens.*
- May 31—*First day of the Naval Battle of Jutland.*
- Plattsburg rookies, awaiting camp opening, drill at Second Regiment Armory.
- June 1—*Battle of Jutland ends with the British suffering great losses, but retaining control of the sea.*
- June 3—*Brusiloff begins Russian offensive against Austria-Hungary.*
- June 5—Many Philadelphians attend third Plattsburg training camp.
- June 6—*Lord Kitchener lost when British cruiser "Hampshire" strikes mine and sinks in North Sea.*
- June 10—First Brigade, National Guard of Pennsylvania, fights sham battle on Belmont Plateau, and camps in Fairmount Park, as part of campaign for 1,300 new members.
- June 17—U. S. Naval Transport *Henderson* launched at Fourth Annual "Navy Day" celebration, at League Island.
- June 18—*Austrian offensive against Italy ends.*
- President Wilson orders National Guard of country to Mexican border.*
- June 19—Pennsylvania National Guard receives orders to mobilize at Mt. Gretna, not later than following Wednesday.
- Mayor Smith issues proclamation to display flags during National Guard mobilization.
- June 20—Brigadier-General William G. Price, Jr., orders First Brigade (Philadelphia), National Guard of Pennsylvania, to be under arms in armories, on morning of June 22d.
- Large commercial and mercantile houses assure employes in Guard that they will be paid in full, or in part, while on duty.
- June 21—First Brigade, National Guard of Pennsylvania, ordered to Mt. Gretna on June 24th.
- Colonel Charles C. Allen, of First Infantry, discharges entire band, which requested two weeks' delay in mobilization to fulfill concert orders.
- June 22—Officers of First Brigade sworn into Federal service at headquarters in Lincoln Building; men assemble in armories.

- June 22—Citizens Soldiers' Aid Committee, formed at meeting in Mayor's reception room, with 300 in attendance; an executive committee of twenty-five, to be appointed by the Mayor, authorized.
- June 23—First Brigade passes in farewell parade down Broad Street.
- June 24—First Brigade, in special trains of two sections for each regiment, departs for Mt. Gretna.
Emergency Aid Committee proffers aid to Citizens Soldiers' Aid Committee in case of war with Mexico.
- June 25—Four Philadelphia cavalry troops, company of engineers and hospital and ambulance company entrain for Mt. Gretna.
- June 27—Citizens Soldiers' Aid Committee completed, with Mayor Smith, as Chairman, launch work for relief of militiamen's dependents.
- June 28—Mayor's office and Franklin National Bank Building used as recruiting offices for volunteers for National Guard.
- June 30—Second Regiment leaves for Mt. Gretna for border.
- July 1—*Verdun fighting ends.*
Battle of the Somme opens.
Second Regiment, National Guard of Pennsylvania, passes through B. & O. Station, at 1 a.m.; luncheon served by Pennsylvania Women's Division for National Preparedness; vast crowd greets soldiers after waiting for twenty-four hours.
First Regiment, National Guard of Pennsylvania leaves Mt. Gretna for border.
- July 2—Third Regiment leaves Mt. Gretna for border.
- July 6—Four Philadelphia cavalry troops leave Mt. Gretna for border.
- July 7—Philadelphia cavalry troops pass through B. & O. Station, at 1 a.m.; greeted by crowd; fed by West Philadelphia branch, Pennsylvania Women's Division for National Preparedness.
Sixth Infantry, National Guard of Pennsylvania, leaves Mt. Gretna for border.
- July 8—*Brusiloff's Russian offensive against Austria-Hungary ends after remarkable success.*
National Guard personnel sent to border shows First Infantry, 53 officers and 876 men; Second Infantry, 51 officers and 931 men; and Third Infantry, 51 officers and 875 men.
- July 10—*German merchant submarine "Deutschland" arrives at Baltimore.*
- July 15—One hundred and twenty-five Philadelphians in Naval Militia embark at League Island for two weeks' practise cruise.
- July 16—*First phase of Somme offensive ends.*
- July 17—Citizens Soldiers' Aid Committee, at meeting at City Hall, receives generous pledges for support of guardsmen's families.
- July 18—*Second phase of Somme offensive begins.*
Great Britain publishes blacklist of American firms. Eighty-three on original list. Seven removed subsequently.
- Aug. 1—Citizens Soldiers' Aid Committee sends appeal for financial help to 11,000 citizens. Emergency Aid Home Relief Division and Pennsylvania Women's Division for National Preparedness take joint headquarters at 222 S. 13th Street.
German merchant submarine "Deutschland" leaves Baltimore.
- Aug. 9—War Department order transfers Second Infantry to Second Artillery at El Paso, Texas.
- Aug. 15—Three hundred and fifty volunteers of the Association of United States Naval Volunteers, which separated from Navy League, depart for practise cruise on U. S. S. *Rhode Island*.
- Aug. 16—*Second phase of Somme battle ends.*
- Aug. 27—*Roumania declares war against Germany and Austria.*
- Aug. 28—*Italy declares war against Germany.*
- Aug. 29—*Germany, Austria and Turkey declare war against Roumania.*
Congress passed Naval Defense Act with three-year building program.
- Sept. 2—*German-Austria-Hungarian invasion of Roumania begins.*
- Sept. 3—*Third phase of Somme battle begins.*
- Sept. 7—*United States Shipping Act approved by President.*

- Sept. 15 —Secretary Daniels, of Navy, in address at League Island, before Atlantic Deeper Waterways Association, pledges Navy's support for inland waterways.
- Sept. 19 —War Department announces that brigade of Pennsylvania National Guard will soon be ordered home from border.
- Oct. 2—*Prinz Eitel Friederick* and *Kronprinz Wilhelm*, interned German raiders, arrive at Philadelphia Navy Yard, from Norfolk, with their crews and also prize crew from *Appam*, totaling about 750 men; vessels stored in Back Channel and crews begin erection of German village ashore.
- Special Joint Committee on Care, Sustenance and Relief of Men in the Naval Military Service of the United States, meets at City Hall to arrange to continue work of Citizens Soldiers' Aid Committee.
- Oct. 3 —Convention Hall leased by Councils' special committee for entertainment of national guardsmen returning from border.
- Oct. 5—Mayor appoints a general committee to act in conjunction with councilmanic committee in welcoming home guardsmen.
- Oct. 7—*German U-boat, U-53 visits Newport and leaves within three hours.*
- Oct. 8—*U-53 attacks Allied and neutral shipping off Nantucket, sinking one Norwegian, one Dutch, and six British freight and passenger steamers.*
- Oct. 9—First Infantry, National Guard of Pennsylvania, arrive home, parades on Broad street, and is banqueted at Convention Hall.
- Oct. 10—Third Infantry, National Guard of Pennsylvania, arrives home, parades on Broad Street, and is banqueted at Convention Hall.
- Oct. 12—National Defense Council, named by President Wilson.
- Oct. 21—Philadelphia Committee for Armenia Relief takes up collections throughout the city.
- Oct. 22—Three thousand Armenians and 500 Syrians hold services in St. Stephen's Church in behalf of afflicted brethren in Asia Minor.
- Oct. 24—*French attack at Verdun.*
- Oct. 31—Southeastern Chapter, Red Cross, holds first annual meeting and reelects Dr. Richard H. Harte to continue in charge of work.
- Nov. 1—*German merchant submarine "Deutschland" arrives at New London, Conn. British S. S. "Marina" sunk off Ireland, six Americans lost.*
- Nov. 4—Company B, Engineers, National Guard of Pennsylvania, return from border, parade on Broad Street and are banqueted at State Fencible's Armory.
- Nov. 7—Woodrow Wilson reelected for second term.
- Nov. 12—Third phase of Somme battle ends.
- Nov. 17—*German merchant submarine "Deutschland" in attempting to leave New London, runs down accompanying tug and is forced to return to pier; five of tug crew drowned.*
- Nov. 21—*German merchant submarine "Deutschland" sails for home.*
- Nov. 28—Provisional government of Greece declares war against Bulgaria and Germany.
- Dec. 6—*Bucharest, Roumania, captured.*
- Lieutenant Arnold Blecker, member of crew of *Kronprinz Wilhelm*, drowned when catboat capsizes in Back Channel.
- Dec. 11—Second "Made in America Bazaar," conducted for week by Emergency Aid, opens in Horticultural Hall.
- Dec. 12—*Germany invites peace negotiations and asks President Wilson to transmit offer to England and France.*
- Dec. 15—*Conquest of Roumania completed, its army escaping to Russia.*
- Dec. 16—*French reconquer much of ground lost at Verdun.*
- Dec. 18—*American note to all belligerents asks terms to bring war to an end.*
- Dec. 30—Twelve army aviators complete wing flight from Mincola to League Island.

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- Jan. 1—*Allies refuse to consider German peace offer.*
- Four Philadelphia troops request no entertainment upon return from border.
- Jan. 12—*Allies give outline of war aims, including restoration of Allied territory, reparation, dismemberment of Austria-Hungary and partition of Turkey.*
- Jan. 16—Four Philadelphia cavalry troops arrive at West Philadelphia Station and go to armories.

- Jan. 18—President Wilson delivers "Peace Without Victory" address to Senate, and outlines "League of Peace."
- Jan. 31—German note announces that all ships will be sunk on sight in war zone, but offering safely for one American vessel weekly to Falmouth, England, if given distinctive marks and forbidden to carry contraband.
- Feb. 3—President Wilson gives German Ambassador von Bernstorff his passports and recalls Ambassador Gerard.
 President Wilson addresses Congress and gives reasons for action.
 Great crowds watch bulletin boards in all sections of the city.
 Owners of twenty-three high power motor boats offer them to the Government.
 Army recruiting stations open recruiting campaign in entire district.
 Stoneman Fellowship, at Baptist Temple, pledge 10,000 men for war duty.
 Special police guard placed around Midvale Steel Works.
 Pennsylvania Women's Division for National Preparedness announces itself as ready to serve.
- Feb. 4—Mayor promises police cooperation with federal authorities in guarding Government property.
 Southeastern Chapter, Red Cross, is ordered to place local unit on war basis.
 Philadelphia Navy Yard closed to the public.
- Feb. 5—Philadelphia Turngemeinde closes its radio station on Turngemeinde Building, Broad Street and Columbia Avenue.
 German sailors on merchant ships in harbor to be arrested if they go ashore.
 State leaders of Pennsylvania Women's Division for National Preparedness arrange for conference of all branches for February 8th.
 Collector of Port Berry orders no vessel to sail without proper clearance papers.
 Southeastern Chapter, Red Cross, starts to raise \$15,000 for naval base hospital; has two army base hospitals ready.
- Feb. 6—William Howard Tuft, at dinner of League to Enforce Peace, in Bellevue-Stratford, declares that America is being driven into war.
- Feb. 7—Delegates to National German Alliance convention here, pledge loyalty to the United States.
- Feb. 8—Forty-three branch chairmen of Pennsylvania Women's Division for National Preparedness meet and plan two naval hospitals, one for League Island and one for Fort Mott (Delaware).
 Crews of German merchantmen allowed on shore.
- Feb. 9—Herbert Hoover, at City Club address, makes appeal for war sufferers of Northern France and Belgium.
- Feb. 11—Second Artillery, National Guard of Pennsylvania, returns from border.
 Red Cross appeals for \$100,000 to establish three base hospitals.
- Feb. 12—Second Artillery, National Guard of Pennsylvania, parades on Broad Street with full equipment, and is banqueted at Armory.
- Feb. 14—Ambassador Bernstorff sails from New York.
- Feb. 15—Agitation begun to remove interned German seamen from Philadelphia Navy Yard.
- Feb. 16—Urquhart Chapter, Women's Division, opens working headquarters at 1302 Chestnut Street.
- Feb. 19—Begin erecting barbed wire fence around German village at Navy Yard.
- Feb. 25—Gunard liner "Laconia" torpedoed, three Americans (two women) lost.
- Feb. 26—President Wilson asks Congress for power to arm American merchantmen.
- March 1—Zimmerman's "Mexican-Japanese" note made public.
- March 4—Pacifist filibuster in Senate defeats armed merchantman bill.
- March 5—President Wilson inaugurated for second term.
 Pennsylvania Women's Division for National Preparedness and Southeastern Chapter, American Red Cross, effect merger.
- March 9—President calls session of Congress for April 16th.
- March 10—Federal agents arrest Frederick Rohner, Adelbert K. Fischer, Mrs. Helene Fischer and two chauffeurs on charge of receiving nineteen chronometers smuggled from interned German raiders at Navy Yard.

- March 10—Philadelphia Medical Auxiliary of Council of National Defense formed at meeting in Bellevue-Stratford.
- March 11—British, under General Maude, capture Bagdad.
- March 12—Belgian Relief Committee begins campaign to care for 100,000 Belgian children for six months.
- March 14—Enlistments in Naval Coast Defense Reserve begin at Naval Home on Grays Ferry Road.
- March 15—Czar of Russia abdicated.
German armies retire to Hindenburg line, behind Somme battlefields.
 Rumor circulated that three interned Germans were shot by marines for attempting radio messages from decks of interned raiders.
- March 17—American S. S. "*City of Memphis*" sunk by U-boat.
 George Wentworth Carr, chairman of Committee on Home Defense for Chamber of Commerce, Mayor Smith and naval officers confer on plan for voluntary military organization of 15,000 men to cooperate with Naval Coast Defense Reserve.
 Women's Section of Navy League formed for relief work.
 German interned raiders towed out of Back Channel to new berths at Navy Yard, and crews ordered removed to Forts McPherson and Oglethorpe, Georgia.
 Governors of Pennsylvania, New Jersey, Delaware, Maryland, and New York, meet at Union League and adopt resolution calling on President to secure funds and equipment to put National Guard in shape for immediate work.
 Recruiting office for 6,000 men for Naval Coast Defense Reserve opened in Mayor's reception room.
- March 19—American S. S. "*Illinois*" and "*Vigilancia*" sunk by U-boats.
 A. J. Drexel Biddle opens campaign to recruit division of 20,000 men at 1917 Mt. Vernon Street.
 Fourteen German seamen attempt to escape from interned raiders at Navy Yard; twelve are recaptured and Navy Department reports two drowned.
- March 20—Philadelphia Home Defense Committee formed at meeting at Mayor's office, with 300 citizens in attendance. Mayor Smith elected Chairman; John C. Bell, Vice-Chairman; George W. Carr, Secretary; and Joseph E. Widener, Treasurer.
 Emergency Aid and National League for Women's Service plan to coordinate all women's work in state.
- March 21—President advances date of extra session of Congress to April 2d.
 Navy enrolls first woman for active duty, Miss Loretta Walsh, 734 Pine Street.
 Governor Brumbaugh appoints Pennsylvania Committee of Public Safety, including forty Philadelphians, and George Wharton Pepper, as Chairman.
 American tanker *Headlton*, twenty-one days out of Philadelphia, torpedoed and seven Americans lost.
- March 22—Appeal made for 700 men for Philadelphia Naval Militia.
- March 23—Mayor announces the names of the Executive Committee of the City Home Defense in addition to the officers: E. T. Statesbury, Finance Committee; A. J. Drexel Biddle, Home Reserve; John F. Lewis, Decorations and Posters; W. W. Roper, Recruiting Stations; William Potter, Edward A. Noppel, Mrs. J. Willis Martin, Clarence Wolf, Ernest T. Trigg, John B. Mayer and Cyrus H. K. Curtis.
- March 26—German sailors, guarded by police and marines, leave Philadelphia Navy Yard for south, on two special trains.
- March 27—Enrolment of women for national service and for Navy League work opens at 1428 Walnut Street.
- March 28—Albert W. Straub, Director of Atlantic Division, Red Cross, tells women of South-eastern Chapter of dastardly plot to spread death among wounded American soldiers by poisoning bandages.
 Pennsylvania Committee of Public Safety organizes at Harrisburg, with George Wharton Pepper, Permanent Chairman, and Effingham B. Morris, Treasurer.
 British War Relief Bazaar opens in Horticultural Hall.
 Independence Hall thrown open for Naval Coast Defense Reserve recruiting.



Courtesy of Frank W. Buhler, Stanley Co. of America.
National Guardsman guarding a Bridge.

March 23 Philadelphia National Guard regiments open recruiting campaigns.

March 29—Joseph R. Wilson plans to raise regiment of "President's Guards" and offer it to President Wilson.

March 30—First Infantry, National Guard of Pennsylvania, mustered into Federal service and assigned to guarding bridges and munition plants east of the Susquehanna.

March 31—Third Infantry, National Guard of Pennsylvania, sworn into Federal service.

Vast patriotic meeting at Independence Square, addressed by Senator Hiram Johnson and others, and preceded by many parades of military, patriotic and fraternal bodies gathering from all sections of the city.

April 1 Police prohibit Peace Meeting, advertised for South Broad Street Theater, by Emergency Peace Federation.



Courtesy of Frank W. Buhler, Stanley Co. of America.

Dr. Conwell leading in prayer at Patriotic Meeting in Independence Square.

- April 1—Philadelphia Military Training Corps, including Drexel Biddle, Land Title and Maccabean units, hold review at Landsowne, and addressed by Brigadier-General Waller, Marine Corps.
- April 2—*President Wilson addresses Congress, advising declaration of war against Germany.*
Third Infantry, National Guard of Pennsylvania departs in four sections for guard duty in western part of State.
War Department accepts offer of International Motor Club of Philadelphia tendering its services.
Recruiting for "President's Guards" opened at 3303 Race Street.
Battleships of Atlantic Reserve Fleet open recruiting drive from automobiles.
State Fencibles establish recruiting booth at City Hall.
- April 3—*Senate passes State of War Resolution.*
U. S. Battleship *Kansas* opens recruiting tent on City Hall plaza.
- April 4—Plans made for volunteer police force of 20,000 men, composed of single men over forty-five, or married men, ineligible for military duty.
National Security League, at Scottish Rites Hall, endorses conscription.
- April 5—Governor requests Philadelphia Defense Committee to cooperate with State Committee of Public Safety.
- April 6—*House passes State of War Resolution.*
PRESIDENT WILSON DECLARES A STATE OF WAR WITH GERMANY.
Hamburg-American liners *Rhælia* and *Prinz Oskar*, which had been idle in port since 1914, are seized by Federal authorities; machinery found damaged.
Naval Militia ordered to mobilize at First Regiment Armory.
All recruiting in city spurred.
Proclamation by mayor in ten languages, warns aliens to obey the law.
- April 7—*Cuba and Panama declare war against Germany.*
Home Defense Committee announces formation of motor transportation corps.
Home Defense Reserve to have forty-one companies of about 500 men each.
Battleship *Ohio* opens recruiting tent on City Hall plaza.
- April 9—*British Armies open Arras offensive.*
Philadelphia Naval Militia, 170 men, report for duty at Philadelphia Navy Yard.
Engineers' Club gets behind movement to form another Philadelphia engineer company for National Guard (Company E).
Austria-Hungarian steamer *Franconia* seized by Federal authorities in Delaware; machinery found damaged.
- April 10—Explosion of undetermined origin at the Eddystone Ammunition Corporation, near Chester, kills 121 men and women workers, including thirteen Philadelphians, and injures 300, including many from this city.
- April 11—*Brazil severs diplomatic relations with Germany, and seizes forty-six German ships.*
- April 12—Belgian Relief Committee receives \$52,500 from six groups of Chamber of Commerce for child relief work.
- April 14—Navy Department orders all wireless stations in city, whether receiving or sending, dismantled, save those government owned and operated.
Three "anti-war" moving pictures withdrawn from circulation by State censors.
- April 15—*First stage of Battle of Arras ends.*
- April 17—Mayor Smith names Committee of 300 to entertain French and British War Missions.
Engineers Club asked to secure volunteers for regiment of engineers for Roosevelt Division.
Emergency Aid votes for three-course dinners for food conservation.
- April 18—Mayor and committee call on Secretary Tamm and Assistant Secretary of State Phillips, at Washington, and are assured visit of foreign war missions to Philadelphia.
Twenty-nine recruits enroll at new Bourse Recruiting Station for volunteer farm work, in wheat and rye fields of Northwest.
- April 20—Naval recruiting mass meeting held at Academy of Music.
University of Pennsylvania's battalion of 2,000 students is reviewed on Franklin Field.



Courtesy of Frank W. Buller, Stanley Co. of America.

Mayor Smith and Marshal Joffre.

- April 21—Home Defense Committee plans food conservation army.
British High Commission, headed by Sir Arthur James Balfour, Secretary of State for Foreign Affairs, arrives in United States.
 Bell Telephone Company begins organization of battalion for United States Signal Reserve Corps.
- April 22—Dr. John P. Garber, Superintendent of Schools, outlines plan for school gardens and twenty additional teachers.
- April 23—*Second stage of Battle of Arras begins.*
- April 24—Military Training Camps Association, at 432 Commercial Trust Building, receives applications for First Officers Training Camp at Fort Niagara.
 Y. M. C. A. delegates resolve on \$300,000 war fund to be raised in State within a year.
- April 25—*French War Mission, headed by Marshal Joffre and Vice-Premier M. Viviani, arrive in United States.*
 Captain George F. Cooper, chief of staff to commandant of Philadelphia Navy Yard, appointed to command Fourth Naval District.
- April 26—Rear-Admiral Benjamin Tappan appointed commandant Philadelphia Navy Yard, Vice-Captain Robert Lee Russell transferred to other duties.
- April 29—American armed tanker *Vacuum* sunk, and first two Philadelphians killed in action with enemy since beginning of war—Charles J. Fischer and Frank H. Loree.
- May 1—Board of Education releases for balance of term all students over fourteen years old engaged in war work.
- May 2—Marines stage sham battle at Broad and Arch streets.
 Pennsylvania Base Hospital No. 10, ordered mobilized.
- May 3—Mayor's School Mobilization Committee arranges to send 11,000 schoolboys of sixteen years or over to aid farmers.
 Jefferson Hospital unit offered to Government.
- May 5—Headquarters in Witherspoon Building opened to recruit regiment of engineers from this section.
 Motor Messengers Service formed by Emergency Aid.

- May 6—Sentry of Company D, First Infantry, fatally wounds man who failed to heed challenge on Pennsylvania Railroad bridge, at 34th Street and Girard Avenue.
- May 7—German commerce raiders taken into United States Navy under new names, *Kronprinz Wilhelm* becoming *Baron von Steuben*, and *Prinz Eitel Friederich* becoming *Baron de Kalb*.
- May 9—French High Commission afforded lavish entertainment upon visit to Philadelphia. One killed and eight injured in accident in drydock at Navy Yard.
- May 10—Philadelphia officer candidates begin to leave for Fort Niagara, over period of three days, the trio of trains being known as the "Red, White and Blue Specials."
- May 11—Twenty-seven speed boats turned over to Government by Delaware River Power Squadron.
Base Hospital No. 10 mobilized at Calvary Presbyterian Church.
- May 12—*Italy begins Isonzo offensive.*
- May 11—Theodore Roosevelt accepts State Fencibles as an infantry regiment for his division.
- May 15—Governor signs appropriation bill creating Pennsylvania Commission of Public Safety and Defense, with \$2,000,000 appropriation.
Medical Reserve Corps organized at Cooper Battalion Hall, and plans laid to enlist 3,600 men.
- May 16—Philadelphia officer killed, and eight enlisted men of Company C, 3d Infantry, made ill by eating poisoned food while on bridge guard at Port Perry, Allegheny County. Baldwin Locomotive works staff takes steps to help complete 9th Engineers. (Later officially designated the 19th Railway Engineers.)
- May 18—*Conscription bill passes.*
Base Hospital No. 10 leaves for overseas.
- May 19—Sentry of Company C, First Infantry, kills civilian who failed to heed challenge at Schuylkill Arsenal.
General William G. Price, Jr., named brigadier in charge of Artillery Brigade, National Guard of Pennsylvania.
- May 21—First Liberty Loan Campaign begins; Philadelphia district quota \$140,000,000.
- May 22—United States Medical Corps (known later as U. S. A. A. C.) mustered into Federal service at Cooper Battalion Hall.
- May 27—Mayor names heads of some of registration boards.
- May 28—Mayor completes naming registration boards for forty-two registration districts.
- May 29—District Registration Boards meet with Registration Commission and learn duties.
- May 31—U. S. A. A. C. leaves for Allentown.
- June 1—*Battle of Arras ends.*
Austria-Hungary counter attacks and stops Italian Isonzo offensive.
Emergency Aid begins food economy drive.
United States Army begins recruiting drive to raise 100,000 men in twenty days.
- June 2—Municipal military agricultural camp opened at Byberry, with twenty-four boys. Ninth (19th) Engineers mobilized at Commercial Museum.
- June 5—*National Registration Day.*
Estimate Philadelphia enrolment will reach 170,000.
- June 10—Theodore Roosevelt, as guest of five railroad brotherhoods, in address at Metropolitan Opera House, declares that man who won't risk life in war should lose vote. Marines launch national recruiting week with mass meeting at Keith's Theatre.
- June 12—*King Constantine of Greece abdicates.*
Home Defense Reserve begins drills, 250 drillmasters acting as instructors at forty centers.
- June 14—First Liberty Loan drive ends; Philadelphia raises \$145,172,950.
- June 18—Red Cross Week opens with Philadelphia's quota \$3,000,000.
1st Telegraph Battalion (Bell Company) leaves for training camp at Long Branch, N. J.
Open recruiting office for candidates for Second Officers' Training Camp.
- June 20—Italian Commission, headed by Enrico Arlotta, entertained in Philadelphia.
- June 22—Monster Women's Red Cross parade features Red Cross drive.

- June 25—Pennsylvania National Guard and army open week's recruiting drive.
Philadelphia subscribes \$3,200,000 to Red Cross fund.
Fifty-one Philadelphia draft boards named by governor.
- July 2—*Greece (Government of Alexander) declares war against Bulgaria and Germany.*
Company B, Engineers, despatched to Camp Meade.
- July 4—City holds official Independence Day celebration at Independence Hall, with Dr. Ernest LaPlace and Judge John M. Patterson as orators.
- July 7—1st Regiment headquarters and 1st Battalion move from armory to Camp Brown, at Commercial Museum.
- July 9—Police begin canvas to enlist women in Hoover food army.
- July 10—Governor names members of two Government appeal boards.
- July 14—City observes French Bastille Day with meeting at Independence Square.
- July 15—National Guard units not already in service, mobilize in armories.
- July 17—Truck Companies Nos. 3 and 4, National Guard of Pennsylvania, go to Mt. Gretna.
- July 20—*National draft drawing takes place at Washington.*
Thousands watch bulletin boards for draft numbers.
- July 22—*Siam declares war against Austria and Germany.*
- July 23—British Recruiting Mission opens headquarters at 23 S. 9th Street.
Philadelphia's first quota for National Army fixed at 11,245 men.
- July 27—Local boards send out first call to draftees to report for examinations.
- July 30—Physical examinations of draftees begin.
19th Railway Engineers reviewed in Fairmount Park.
- July 31—*British open offensive around Ypres.*
- Aug. 3—*Liberia declares war against Germany.*
- Aug. 9—19th Railway Engineers leave city before sunrise.
- Aug. 10—*Food Control bill passed.*
- Aug. 13—Company E, Engineers, National Guard of Pennsylvania, sent to Mt. Gretna.
List of Fort Niagara commissions announced.
Names of men to go to Second Officers' Training Camp at Fort Oglethorpe announced.
2d Artillery, in camp at Camp Wanamaker, Noble, Pa.
6th Regiment goes from Armory to Camp Ellis, near Lansdowne.
Entire 1st Regiment assembled at Camp Brown.
3d Regiment begins to arrive home from western Pennsylvania, and encamps at Camp Taylor, near Springfield, Delaware County.
- Aug. 14—*China declares war against Germany and Austria.*
- Aug. 15—Niagara Training Camp officers arrive home on special train.
- Aug. 16—Company B, Engineers, National Guard of Pennsylvania, with balance of 1st Battalion, ordered from Camp Meade to Camp Hancock, Georgia.
Announce proposed numerical units of 79th Division at Camp Meade.
- Aug. 19—*Italians begin second Isonzo offensive.*
- Aug. 20—Belgian High Commission, headed by Baron Ludovic Moncheur, entertained lavishly by city.
First City Troop; Battery E, 2d Artillery; Company D, 1st Infantry; Company K, 3d Infantry; and Company I, 6th Infantry, are regimental advance guards sent to Camp Hancock.
- Aug. 22—Two sections carry men to Second Officers' Training Camp at Oglethorpe, Ga.
- Aug. 28—War Department halts movement south of 2d Artillery within three hours of departure time; equipment held on trains.
- Aug. 29—2d Artillery leaves Camp Wanamaker for the South.
- Sept. 1—Philadelphia holds monster parade in honor of drafted men, guard units, marines, sailors, defense units and patriotic organizations in line.
Survey of Hog Island is first step in proposed shipyard for fabricating steel cargo steamers.
- Sept. 6—160th Anniversary of birth of Lafayette, celebrated at Independence Hall, with Ambassador Jusserand as guest of honor.
Field Bakery Co., Field Hospitals Nos. 2 and 3; Ambulance Company No. 2, and 1st Brigade Headquarters, leave for south.

- Sept. 8—Explosion kills two and injures score at Frankford Arsenal.
- Sept. 9—3d and 6th Regiments hold final review on Garrettsford Road, Delaware County.
- Sept. 10—3d Regiment holds farewell parade on Broad Street.
Philadelphia *Tageblatt* raided by Federal officers, Herman Lemke and Dr. Martin Darkow being arrested and warrants issued for three other officers of company.
- Sept. 12—1st Infantry and three remaining Philadelphia cavalry troops leave for South.
- Sept. 13—3d and 6th Infantry leave for south.
- Sept. 14—Five officials of Philadelphia *Tageblatt* held in heavy bail for Federal Grand Jury.
- Sept. 15—Federal Grand Jury indicts Louis Werner, Editor-in-Chief, and Dr. Martin Darkow, Managing Editor, for treason, and other three for violation of Espionage Act.
- Sept. 16—*Kerensky becomes virtual dictator of Russia.*
Drafted men go to Lansdowne for two days' training with Philadelphia Military Training Corps.
- Sept. 19—First Philadelphia draft army contingent, 387 men, leave from three West Philadelphia districts.
- Sept. 20—One hundred and sixty-five men from 12th District leave for Camp Meade.
- Sept. 22—About 3,000 drafted men leave for Camp Meade.
- Sept. 23—Two thousand eight hundred and thirty-five drafted men, completing 45 per cent of the Philadelphia increment, leave for Camp Meade.
- Oct. 1—Second Liberty Loan Campaign opens.
- Oct. 3—William Potter appointed Federal Fuel Administrator for Pennsylvania.
- Oct. 6—Last increment of Philadelphia's 50 per cent of drafted men leave for Camp Meade.
- Oct. 10—E. T. Stotesbury reelected Chairman of Southeastern Chapter, American Red Cross.
Francis A. Lewis appointed Federal Fuel Administrator for Philadelphia.
- Oct. 15—Women's Liberty Loan Committee organized.



Courtesy of Frank W. Buhler, Stanley Co. of America.
Answering the First Draft Call.

- Oct. 17—*Transport "Antilles" sunk by submarines; sizty-seven lost.*
One Philadelphian, H. H. Cummings, lost on *Antilles*.
- Oct. 24—*Austria-Hungary counter-attacks Italians on Isonzo and at Caporetto.*
- Oct. 25—Liberty Bell parade in Independence Square, on behalf of Second Liberty Loan.
- Oct. 26—*Brazil declares war against Germany.*
- Oct. 27—Second Liberty Loan drive ends. Philadelphia subscribed \$231,901,000.
- Nov. 1—Women's Committee, Council of National Defense, starts two-day drive to enlist 600,000 Philadelphia women for war work.
- Nov. 3—First American killed in action in France—Enright, Gresham and Hay.
- Nov. 4—Four thousand draftees leave for Camp Meade.
- Nov. 7—*Lenine and Trotsky Revolution overthrows Kerensky in Russia.*
- Nov. 8—*Italians in retreat reach Piave River line.*
- Nov. 11—Home Defense Reserves fight sham battle in Fairmount Park.
- Nov. 12 Y. M. C. A. opens campaign for funds.
Federal agents begin active investigation of food shortage and profiteering.
Pennsylvania Railroad lifts freight embargo to supply city with coal.
- Nov. 15 John Frederick Lewis, named Chief of Section No. 2 of Recruiting Service for United States Shipping Board and its Schools of Navigation and Marine Engineering between the Connecticut River and Norfolk, Va., to train officers for the Merchant Marine.
- Nov. 16—*Clemenceau Ministry formed in France.*
Ex-President Taft addresses Y. M. C. A. campaign rally at Bellevue-Stratford Hotel.
- Nov. 18 Sixty Poles leave Philadelphia, to serve in Polish Army.
- Nov. 19—Y. M. C. A. campaign nets \$1,792,237.
- Nov. 20—*Battle of Cambrai begins.*
Destroyer "Chumcey" rammed and sunk in war zone.
Seven wheatless meals a week required by Food Administration.
- Nov. 23—*British attack at Cambrai ends.*
- Nov. 26 State Food Administrator Heinz fixes food prices for City and State.
- Nov. 28—Announce list of officers commissioned at Second Officers' Training Camp, at Fort Oglethorpe, Georgia.
Food Administration requires meatless Tuesdays.
- Nov. 30 *Ludendorff attacks British at Cambrai.*
Food Administration requires meatless Fridays.
University of Pennsylvania Hospital Unit No. 20 mustered into Federal service.
- Dec. 1 Volunteer enlistments in Army, Navy and Marine corps resumed.
- Dec. 3—*German attacks at Cambrai end.*
War Savings Stamps Campaign opens with Robert K. Cassatt as Philadelphia District Chairman.
- Dec. 6 *Destroyer "Jacob Jones" sunk in war zone by submarines.*
Six Philadelphians lost on destroyer *Jacob Jones*.
Walter E. Goodenough, General Manager of American International Shipbuilding Corporation, in address to 900 Hog Island employees, tells them of 120 ships to be fabricated there for Government.
- Dec. 7—*United States declares war against Austria-Hungary.*
Jay Cooke named Federal Food Administrator for Philadelphia.
- Dec. 10 *General Allenby, with British Army, captures Jerusalem.*
- Dec. 13—Final day for volunteer enlistments brings total to 2,750.
Henry P. Davidson, Chairman of war council of American Red Cross, addresses mass meeting in Metropolitan Opera House preceding Red Cross membership drive.
- Dec. 17 Red Cross membership drive opens.
- Dec. 19—*Austria-Hungary-Italian fighting ends.*
City promised 15,000 tons of anthracite daily to relieve fuel shortage.
Physicians named to medical advisory boards.
Councils special committee on care and sustenance of men in military and naval service visits Camp Meade.
- Dec. 24—Red Cross campaign closes with more than 510,000 members.

- Dec. 27—*William G. McAdoo appointed Director-General of Railroads.*
 Dec. 28—*United States takes over control of railroads.*
 Railroads of City in Allegheny region.
 Dec. 30—Coldest day in nine years, with thermometer at four degrees below zero, and coal shortage acute.

1918

- Jan. 1—Pennsylvania Railroad annuls one hundred trains and Philadelphia & Reading annuls sixteen.
 Two killed, six injured, at explosion at Navy Yard.
 Jan. 2—Mobs raid coal cars on West Philadelphia sidings.
 Jan. 3—One thousand four hundred drafted men leave for Camp Meade, completing 86 per cent of city's first quota.
 Jan. 4—Pennsylvania Railroad embargoes all general freight to give city coal.
 Jan. 8—*President Wilson delivers his "14 Points" address to Congress.*
 Jan. 9—Theodore Roosevelt visits war industries and addresses Peirce School, commencement exercises, at Academy of Music, scoring the country for unpreparedness.
 National Shipbuilding Labor Adjustment Board begins hearings at Hotel Walton on question of wages affecting 45,000 shipyard workers in district.
 Jan. 15—Three men and five women socialists convicted in criminal court for "unlawfully endeavoring to persuade persons from entering the service of the United States."
 Jan. 16—Fuel Administrator Garfield issues fuel conservation order, closing all industries, except shipbuilding and food producers, for five days beginning January 18th, and commands plants to remain closed on Mondays and holidays for ten weeks; order effects stores, theaters, etc.; 650,000 men made idle in Philadelphia district.
 Jan. 21—City and Government authorities take first steps for homes for Hog Island workers, in Fortieth Ward.
 Jan. 27—Rear Admiral Francis T. Bowles appointed Assistant General Manager in charge of agency yards of the Fleet Corporation and ordered from Washington to this city.
 Food Administration issues orders for wheatless Mondays and Wednesdays, and for all suppers to be likewise wheatless.
 Jan. 29—Senate Commerce Committee decides to probe charge of \$6,000,000 profit in building of Hog Island.
 Four Minute Men open anti-sedition drive in City.
 Feb. 4—Fuel Administration seizes surplus domestic size coal in City for general distribution.
 Feb. 5—Rear Admiral Bowles opens office in Medical Arts Building, and assumes control of Hog Island and Bristol.
 Feb. 6—War Welfare Council formed to conduct all future welfare drives.
 Adalbert K. Fischer, seized and interned as a dangerous alien enemy.
 Feb. 12—Americanization campaign opens with rally at Metropolitan Opera House, Senator Kenyon, of Iowa, being the principal speaker.
 Recruiting campaign for shipyard workers opens station in Widener Building.
 Feb. 13—Fuel Administrator Garfield suspends Monday closing order.
 Police, after ten-day campaign, register 6,481 German alien enemies in City.
 Feb. 14—Plant of Schutte and Koerting, 12th and Thompson streets, seized by Alien Property Custodian.
 Feb. 20—Department of Justice begins probe of Hog Island.
 Feb. 26—Naval tug *Cherokee* sinks in storm twelve miles off Fenwick Island Light; Philadelphia commander and two men included in twenty-nine lost; ten survivors rescued from raft.
 Feb. 27—Philadelphia sends last of its 100 per cent quota to Camp Meade, under first call for 11,215 men
 Feb. 28—*Generot Allenby and British Army take Jericho.*
 Food Administration limits bread rations to two pounds per week, per person.
 March 3—*Russian Soviet signs Brest-Litovsk peace treaty with Germany.*



Courtesy of Frank W. Buhler, Stanley Co. of America.

The Archbishop of York and Bishop Rhinelander.

- March 4—Archbishop of York visits City.
- March 18—During week of March 18th, enrolment of 8,000 boys and men begun, for Pennsylvania's Farm Army.
- March 19—Philadelphia officer, one of sixteen killed when destroyer *Manley* is in collision in war zone.
- March 21—*Ludendorff begins Somme offensive.*
Congress passes bill giving President power to operate railroads to end of war.
- March 23—British caterpillar tank arrives to boost British and Canadian recruiting campaign.
- March 26—*Marshal Foch appointed Allied Generalissimo.*
Judge Dickinson orders Federal Jury to acquit two *Tageblatt* editors accused of treason; to be tried later on espionage charge.
- March 28—*British halt German Somme offensive within gun range of Amiens.*
Germans repulsed in attack at Arras.
- March 31—First daylight saving law becomes effective.
- April 1—Base Hospital No. 20 leaves for France.
- April 2—Five hundred men, first contingent of second draft quota, leave for Camp Meade.
- April 3—Approximately \$500,000,000 worth of orders, covering construction of 332 ships, by eleven Delaware River shipyards, announced by Admiral Bowles.
- April 6—Third Liberty Loan campaign opens with exercises, marking unveiling of Statue of Liberty, in South Penn Square.
- April 7—Hog Island employes observing "Liberty Day" pledge themselves to win war with ships.
- April 9—*Ludendorff launches Lys offensive toward Channel ports.*
- April 14—Navy Department announces disappearance at sea of naval collier "*Cyclops*," with 293 officers and men.

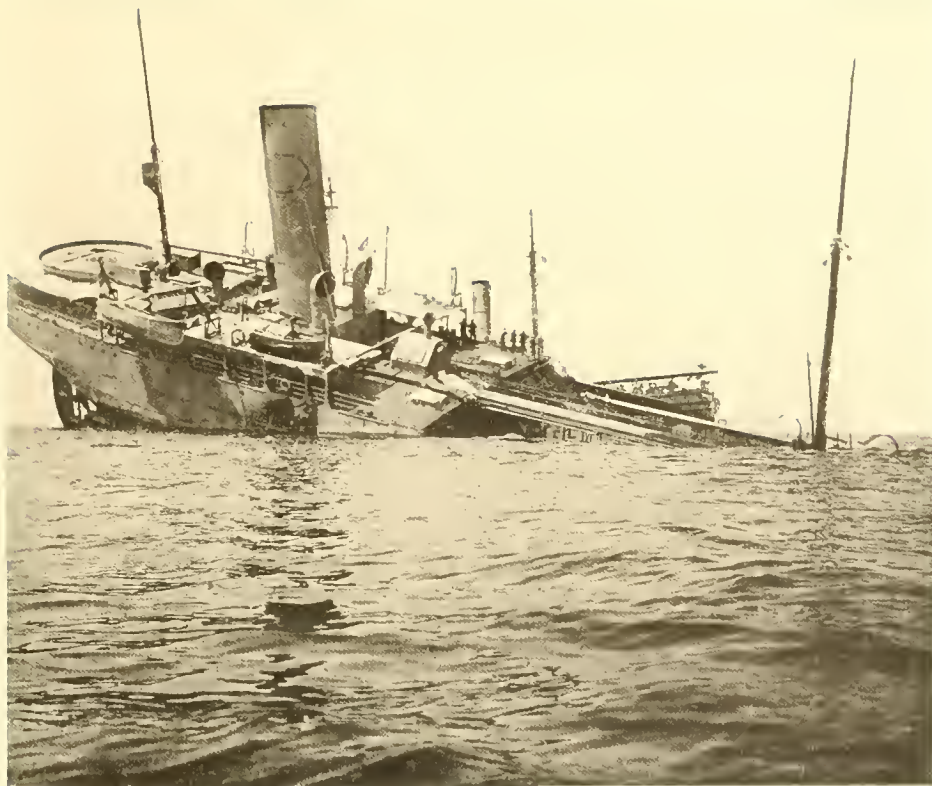
- April 11—Six Philadelphia men lost on *Cyclops*.
- April 16—Charles M. Schwab named Director-General of Emergency Fleet Corporation.
Philadelphia named as port of debarkation for supplies and troops, by War Department.
- April 19—Schwab announces that Emergency Fleet Corporation offices will be transferred from Washington to Philadelphia, and commandeers Gomersy-Swartz Building, Broad and Cherry streets.
- April 20—Women war workers parade 25,000 strong for Liberty Loan.
- April 21—*Guatemala declares war against Germany*.
- April 22—Vice situation, in Philadelphia, cleared by appointment of Captain William B. Mills as Acting Superintendent of Police.
- April 25—William Howard Taft makes two local addresses on behalf of Liberty Loan.
Dragnet out for 10,000 British slackers in city.
- April 26—*British close Zeebrugge harbor in daring naval feat*.
Thirty-five thousand school children parade with Liberty Bell for Liberty Loan.
- April 27—Four hundred and sixty-two men depart for Camp Meade, as first contingent of 3,632 men ordered to Camp Meade and Lee, in five-day movement.
British halt German offensive at Lys.
- April 28—Provisional brigade of 73th Division, from Camp Dix, parades on Broad Street, in Liberty Loan.
- April 29—Eleven of Pershing's Crusaders arrive for Liberty Loan.
Sixty-seven Philadelphia High School boys, first of local School Farm Army, leave for State College camp.
- May 1—Sixty-six men drown when French cruiser rams coastwise steamer *City of Athens*, off Delaware coast.
- May 1—Third Liberty Loan ends; Philadelphia subscribes \$169,350,600.
- May 5—S. S. *Tuckahoe* launched at New York Shipbuilding Corporation plant, 75 per cent complete, in twenty-seven days and three hours after first piece of steel was laid.
- May 6—*Nicaragua declares war against Germany*.
- May 8—A. Merritt Taylor, named head of Transportation and Housing Section, Emergency Fleet Corporation.
- May 9—*British partly close harbor of Ostend to submarines*.
- May 13—One hundred and five French Blue Devils pay city brief visit.
Thrift Pledge Week opens in new War Savings Stamp drive.
- May 14—Board of Education votes to end teaching of German in public schools.
- May 15—First air mail route from New York to Washington opened, with half-way stop at Philadelphia (Byberry).
Lieutenant Torrey H. Webb, United States Signal Service, pilots first plane to this city. Lieutenant James C. Egerton continues flight to Washington.
- May 17—Governors and former governors of thirty-four states gather at Independence Hall and pledge themselves and their respective states "to carry the war to a victorious end."
- May 19—War Chest campaign for \$20,000,000 opens with many exercises.
- May 22—Detachment of Company L, 315th Infantry, first 79th Division unit to visit city, takes part in Women's Service flag parade for War Chest drive.
- May 23—*Costa Rica declares war against Germany*.
Provost Marshal General Crowder issues "Work or Fight" order.
- May 26—One thousand two hundred drafted men leave for Camp Meade.
- May 27—*Ludendorff launches Aisne offensive*.
Schooner *Edua*, from Philadelphia, towed into port a derelict, and gives first warning of submarine operations off the coast.
- May 28—*1st Division, American Expeditionary Force, captures Cantigny*.
- May 30—Charles H. Markham takes charge of Allegheny region, United States Railroad Administration.
War Chest campaign extended.
Announce winners of commissions at Third Officers' Training Camp, Camp Hancock.



Courtesy of the Philadelphia "Inquirer."

French "Blue Devils" come to Philadelphia.

- June 1—Transfer of officers of Emergency Fleet Corporation from Washington to Philadelphia, begun.
- June 2—German submarine (U-151) destroys *Carolina*, *Teral* and *Winneconne*, steamships; and *Isabel B. Wiley*, *Edward H. Cole* and *Samuel B. Haskell*, schooners, in raid off Jersey and Delaware coasts.
- June 3 Tanker *Herbert L. Pratt* damaged by mine off Delaware Breakwater.
- June 4 Crew of *Edna*, and of Schooners *Hauppauge* and *Hattie Dunn*, reach New York with story of being eight days prisoners on the U-151.
Port of Philadelphia closed for three hours.
- June 5—2d American Division enters battle against German Marne offensive.
Second registration day for men who became twenty-one since June 5, 1917.
Sergeant-Major Ryan arrested as bogus war hero.
- June 9—Fourth German offensive (Montdidier-Noyon) opens.
- June 13—Emergency Aid asked by Federal authorities to supervise welfare problems for women entering war industries.
War Chest filled.
Fourth German offensive stopped.
- June 15—Austro-Hungarian offensive on Italian Piave line opens.
- June 23—Austria-Hungary begins to retire from Italian front.
- June 27—National draft lottery for June 5th registrants held.
- June 28—First Liberty Sing held at Liberty Statute, with 1,200 sailors and marines participating.
- July 1—Food Administration established sugar ration of three pounds per month, per person.
Federal Grand Jury starts draft scandal investigation.
Mrs. Emma C. Bergdoll arrested for aiding her son, Grover C., to dodge draft duty.
- July 4 Six cargo carriers and two destroyers launched as Delaware River district's part in the national Fourth of July launching of one hundred ships.
Sixty thousand alien-born march in great patriotic parade.



Courtesy of the Atlantic Refining Co.

Tank Steamship "Herbert L. Pratt" damaged by a German Mine off Hen and Chicken Shoals, at the entrance to Delaware Bay.

- July 1—Naval barracks, at Sewell's Point, N. J., destroyed by mysterious fire.
- July 6—Pennsylvania Reserve Militia goes to Mt. Gretna to camp for two weeks.
- July 9—Southeastern chapter, Red Cross, starts drive to enrol 300 nurses.
- July 10—Fifth Ward draft board suspended by order of President Wilson.
- July 11—Explosion at Frankford Arsenal kills two and injures six.
- July 12—*Haiti declares war against Germany.*
- July 14—Bastile Day celebrated at Mass Meeting at Metropolitan Opera House, speakers, including George Wharton Pepper, James M. Beck, and Lieutenant Paul de Perigord, French soldier-priest.
 Ten thousand people at Valley Forge celebrate Bastile Day and honor United States Marines, from League Island and Camp Fuller, Paoli, Pa.
 Federal agents and marines arrest 400 in Chester vice clean-up, forerunner of slacker raids.
- July 15—*Ludendorff opens fifth offensive (Champagne-Marne).*
 28th Division, excluding artillery, engaged south of the Marne.
 Marines open week's recruiting drive.
- July 18—*Foch's counter-attack (Ainse-Marne offensive) stops German drive.*
- July 19—*Armored cruiser "San Diego" sunk by mine off Fire Island, N. Y.; six seamen lost.*
Honduras declares war against Germany.
- July 23—Department of Justice starts hunt for Erwin Bergdoll, draft dodger.
- July 24—Fuel Administration enforces lightless nights for the first four days of each week to conserve coal.
- July 26—Twenty South American diplomats inspect Hog Island.



Courtesy of A. I. S. C.

Mrs. Wilson Christening the "Quisleonck."

- July 29—First casualties of the 28th Division begin to be received in city.
- Aug. 2—Two hundred men arrested in Woodside Park slacker raid, conducted by Department of Justice and American Protective League.
Food Administration cuts sugar rations to two pounds per month, per person.
- Aug. 3—*Walouwan*, first ship to be launched at the Merchant Shipbuilding Corporation, Bristol, sticks on ways.
- Aug. 5—Mrs. Wilson (accompanied by the President) christens the *Quisleonck*, Hog Island's first ship.
- Aug. 6—Five hundred men arrested in Shibe Park slacker raid.
- Aug. 8—*British open Somme offensive.*
- Aug. 10—*American 1st Army organized.*
- Aug. 12—Dry zone established in one-half mile radius of Frankford Arsenal.
- Aug. 14—*Walouwan* launched successfully at Bristol.
- Aug. 15—Several hundred arrested in Atlantic City slacker raid, conducted by Department of Justice and Philadelphia branch of American Protective League.
- Aug. 18—*Oise-Aisne offensive launched.*
53d Artillery Brigade of 28th Division enters fighting.
- Aug. 19—*Ypres-Lys offensive launched.*
One hundred and fifty negroes arrested in South Philadelphia slacker raid.



Courtesy of A. I. S. C.

The "Quisiconck" ready for her first trip.

- Aug. 22—First local curb market opened at North College and Ridge avenues.
- Aug. 24—National Registration Day for men who have reached twenty-one since June 5, 1918.
- Aug. 26—*Battle of the Scarpe opens.*
One thousand two hundred and eighty-one drafted men leave for Camp Lee.
New call received for 10,000 men.
- Aug. 27—Submarine Chaser No. 209 sunk by *Felix Taussig*, in mistake for submarine south of New York; 4 Philadelphians among seventeen lost; five saved.
- Aug. 30—Five hundred and fifty men captured in vice raids in city.
- Sept. 1—Fuel Administration enforces first "Gasless Sunday."
- Sept. 2—Ten thousand men, war workers in Labor Day Parade.
- Sept. 3—*Battle of Scarpe ends.*
- Sept. 5—District Appeal Board No. 2 dismissed by Provost Marshal General.
- Sept. 11—\$300,000 fire in New York Shipbuilding Corporation.
- Sept. 12—*Battle of Havrincourt-Epehy opens.*
Battle of St. Mihiel opens.
National Registration Day for men from eighteen to twenty-one and from thirty-one to forty-five; 210,563 registered in city.
- Sept. 13—*St. Mihiel salient reduced by 1st American Army.*
Federal Grand Jury indicts twenty-eight for various draft frauds.
- Sept. 15—*Allied drive in Balkans opens.*
- Sept. 17—*Battle of Havrincourt-Epehy ends.*
The Spanish influenza makes its appearance in city when fourteen nurses and five internes, at the Pennsylvania Hospital, are reported ill as the result of observations and research upon six sailors taken there suffering with the disease.
- Sept. 18—One thousand influenza cases reported in epidemic at Philadelphia Navy Yard.
- Sept. 19—*Allenby begins final campaign against Turkey, in Asiatic Turkey.*
- Sept. 21—*Bulgarian armies retreat in Balkans.*
- Sept. 24—Registration of women for new Women's Food Army begun.
- Sept. 25—One thousand four hundred cases of influenza reported in city.

- Sept. 26—*Meuse-Argonne and Champagne offensives begin.*
28th and 79th (National Army) divisions, entering fighting.
- Sept. 27—Five *Tageblatt* defendants convicted of having violated the Espionage Act.
- Sept. 28—Pageant on Broad street precedes opening of Fourth Liberty Loan.
- Sept. 30—*Bulgaria granted an Armistice.*
U. S. A. T. C. *Ticonderoga* sunk by submarine (U-152), 230 lives lost; twenty-three saved and two captured.
- Oct. 1—Student Army Training Corps becomes compulsory in all colleges and universities.
- Oct. 2—Influenza epidemic spreads to all parts of the city.
- Oct. 3—Board of Health closes public schools; all Liberty Loan meeting indoors called off.
- Oct. 4—*Second stage of Meuse-Argonne offensive begins.*
Five hundred and seventy deaths and 1,061 cases of influenza reported.
Board of Health closes all saloons, theaters and churches.
- Oct. 8—*Second battle of La Cateau begins.*
- Oct. 9—*2d American Army created.*
- Oct. 14—*Belgians open Dirmude offensive.*
- Oct. 16—Seven hundred and eleven deaths in twenty-four hours establishes an influenza record for city.
- Oct. 17—*Battle of the Selle begins.*
- Oct. 20—Fourth Liberty Loan ends; Philadelphia subscribes, \$311,306,250.
Influenza epidemic considered well under control.
- Oct. 23—Six hundred Home Defense reservists patrol beats of police made ill by influenza.
- Oct. 24—*Italy begins Victory offensive.*
- Oct. 25—Board of Health lifts quarantine on schools and churches.
- Oct. 26—Representatives of 65,000,000 Slavs meet at Independence Hall to declare the independence of the mid-European states.



Courtesy of the Philadelphia "Press."

Reading the Declaration of Independence of Mid-European Nations, Independence Square.



Courtesy of Frank W. Buhler, Stanley Co. of America.

Governor Sproul and members of the Union League at the Liberty Statue—Armistice Day, 1918.

- Oct. 26—Board of Health lifts quarantine against saloons, theaters and public meetings.
- Nov. 1—*Battle of Sambre begins.*
Final stage of Meuse-Argonne offensive begins.
- Nov. 3—*Austro-Hungarian armies in Italy completely routed.*
- Nov. 4—*Austria-Hungary granted an armistice.*
Italian colony holds great celebration for victory, culminating with meeting in In-
dependence Square.
- Nov. 5—William C. Sproul elected Governor of Pennsylvania.

- Nov. 6—Federal agents and American Protective League raid Olympic boxing club for slackers.
- Nov. 7—False armistice report starts jubilee in city.
Secretary of the Navy Daniels, at reception to Director Schwab, at Metropolitan Opera House, tells Emergency Fleet he favors big merchant marine.
- Nov. 11—**ARMISTICE DAY.**
President Wilson's Armistice Day Proclamation: "My fellow countrymen—The armistice was signed this morning. Everything for which America fought, has been accomplished. It will now be our fortunate duty to assist by example, by sober, friendly counsel, and by material aid, in the establishment of just democracy throughout the world. Woodrow Wilson."
- Nov. 13—Food Administration lifts all wheat restrictions.
- Nov. 21—President Wilson signs War Prohibition Bill, making nation dry after July 1, 1919.
- Nov. 27—War Department orders demobilization of Student Army Training Corps.
- Dec. 1—British cruiser *Cumberland* arrives at Navy Yard.
- Dec. 1—Captain Alfred F. B. Carpenter, hero of Zeebrugge, is speaker at Red Cross meeting at Academy of Music, opening Red Cross Christmas membership drive.
- Dec. 5—First British armed force to parade streets of Philadelphia since Revolution, is detachment of sailors and marines from H. M. S. *Cumberland*.
- Dec. 7—*President Wilson sails for Peace Conference.*

1919

- Jan. 30—First troopship with returning American soldiers to reach this port is American liner *Haverford*, with 2,500 men of 65th Coast Artillery; 133 wounded colored enlisted men, and 33 wounded and sick officers.



Courtesy of Photo W. Buller Stanley Co. of America.

Troops on the "Haverford."

- Feb. 21—American liner *Northland* arrives with 47 Red Cross and Y. M. C. A. workers and 1,504 fighting men.
- Feb. 23—*President Wilson reaches Boston, returning from Peace Conference.*
- March 5—*President Wilson sails again for Peace Conference.*
- March 22—American liner *Haverford* arrives with 2,095 American soldiers, including 100 Pennsylvanians.
- April 20—Victory Loan opens with unveiling of Victory Statue.
- April 23—Transport *Mongolia* reaches New York with first 23th Division units; part of 111th Infantry.
- April 29—Transport *Kroonland* reaches New York with balance of 111th Infantry.
- April 30—Transport *Finland* arrives at New York with 103d Engineers.
Transports *Pocahontas* and *Mercury* race up the Delaware with Major-General Muir and the 112th Infantry complete, and 107th Machine Gun Battalion.
- May 1—Transport *Maui* brings 109th Infantry to Philadelphia.
- May 7—Transport *Liberator* brings 103d Field Signal Battalion, 103d Supply Train and balance of 103d Engineers, to Philadelphia.
- May 9—Transport *Mongolia* reaches New York with 53d Artillery Brigade Headquarters, 107th and 109th Field Artillery and 103d Sanitary Train.
- May 10—Victory Loan ends; Philadelphia subscribed \$208,150,500.
- May 11—Transport *Edgar F. Luckenbach* arrives at Philadelphia with part of 110th Infantry.
- May 12—Transport *Santa Olivia* arrives at Philadelphia with balance of 110th Infantry.
- May 15—23th Division folds last review in monster parade on Broad, Chestnut and Market streets.
- May 16—Transport *Peerless* reaches Philadelphia with 103th Field Artillery and 103th Machine Gun Battalion, too late for the Divisional Review.
- May 26—Transport *Princess Maloika* reaches New York with first units of 79th Division—311th Infantry; 304th Field Signal Battalion and 154th Artillery Brigade Headquarters.
Transport *Tiger* arrives in New York with 310th Field Artillery.
Transport *Virginian* arrives at Newport News, Va., with 312th Field Artillery and 311th Machine Gun Battalion; met by representatives of Philadelphia Welcome Home Committee.
- May 28—Transport *Edward Luckenbach* arrives at New York with 311th Field Artillery and 312th Machine Gun Battalion.
- May 29—Transport *Kroonland* arrives at New York with part of 316th Infantry, Divisional Headquarters, 304th Engineers, Headquarters Troop and Divisional Train Headquarters. Major-General Jos. E. Kuhn greeted at the dock by Mayor Smith and Committee from Philadelphia.
Transport *Texon* reaches Philadelphia with balance of 316th Infantry.
- May 30—Transport *Santa Rosa* arrives at Philadelphia with the 315th Infantry (Philadelphia's Own).
- May 30—Secretary of the Navy Daniels witnesses launching of five ships at Hog Island in forty-eight minutes.
- May 31—Transport *Dakolan* arrives at Philadelphia with 304th Supply Train, 79th Military Police Company, detachment of 310th Field Artillery and Companies L and M, 315th Infantry.
- June 1—Transport *Shoshone* brings final 79th Division men to Philadelphia; Horse Battalion of 304th Ammunition Train and 304th Sanitary Train.
Transports *General Gorgas* and *Canandaigua* arrive at Philadelphia with 933 and 1,327 troops, respectively.
- June 23—*Versailles Peace Treaty with Germany signed by Allies.*
- Sept. 10—*Austro-Hungarian peace treaty signed at St. Germain.*
- Sept. 26—His Eminence, Cardinal Mercier, Archbishop of Malines, is guest of city.
- Oct. 27—The King and Queen of the Belgians and the Duke of Brabant, received by Mayor Smith. Also entertained by the Belgian Committee of the Emergency Aid, and by the Red Cross. The King christens United States Army Transport *Cantigny*, at Hog Island.
- Nov. 13—Prince of Wales makes brief visit to city.
- Nov. 27—*Treaty with Bulgaria signed by Allies at Neuilly.*

MAYOR SMITH'S WAR COMMITTEES

WILLIAM BELL CLARK



LARGE groups of public-spirited citizens were twice called into volunteer service by Mayor Thomas B. Smith during the mid-years of his term. Both functioned admirably, the first, in 1916, in caring for the families of the National Guardsmen from this city sent to the border, and the second, in 1917, in encouraging patriotic endeavor, aiding recruiting, preparing for home defense and offering practical assistance to service men and their families.

The volunteer organization of 1916 was the Citizens' Soldiers Aid Committee of Philadelphia; the one of 1917, the Philadelphia Home Defense Committee. While their duties were widely divergent, the personnel in each instance was somewhat similar, and the Mayor was Chairman of each. Likewise, the Mayor's reception room was generally the meeting place, and the original office personnel remained almost intact through the life of both organizations. For these reasons it has been deemed best to deal with them in a single chapter.

In the few years which have elapsed since the days of the Mexican border and those of the World War, confused impressions have arisen regarding the work of the mayor's committees and those of other organizations. Frequently the Citizens' Soldiers Aid Committee and the Joint Councilmanic Committee have been mistaken as one and the same, while the myriad of mushroom organizations which sprang into temporary existence in the early days of 1917 have resulted in hazy ideas as to just what each did.



Photo by L. R. SNOW.

Philadelphia Mounted Police.

To one seeking to separate "the wheat from the chaff," the files of the Philadelphia newspapers were the first recourse. Their columns were filled with valuable information; the early activities of each of the committees were described in full. But the world-wide war news of 1916 and 1917 could not help but crowd the committee work into narrowing space until it eventually disappeared. This was particularly true when, with the first hurrah at an end, the organizations got down to routine. Fortunately, the original files of both committees are in existence. Those of the Citizens' Soldiers Aid Committee are in the office of George Wentworth Carr, who was Secretary of both organizations; those of the Philadelphia Home Defense Committee in the Mayor's filing room, No. 353, City Hall.

THE CITIZENS' SOLDIERS AID COMMITTEE

On June 18, 1916, a little more than three months after Pancho Villa and his Mexican bandits raided the border town of Columbus, N. M., President Wilson, by official proclamation, called the National Guard into Federal service. Two days later, Brigadier-General William G. Price, Jr., commanding the 1st Infantry Brigade—the 1st, 2d and 3d Regiments, all of Philadelphia—ordered the men under arms in their respective armories on the morning of June 22d, and, on the day of mobilization, the Citizens' Soldiers Aid Committee was formed.

Mayor Smith had issued a call for the meeting the previous day and more than 300 representative citizens crowded into Room 202 (the Mayor's reception room) in response to his request. The mayor, as chairman of the meeting, outlined the purpose—to take steps to safeguard the families of the guardsmen by extending financial aid to those whose income was cut suddenly from a living wage to the thirty dollars a month paid by the Government to an enlisted man. In the course of his opening address he said:

"No red tape methods should be permitted to delay temporary relief where the need is apparent. It is far better that an unworthy few should impose upon us, than that the sufferings of the many deserving be prolonged, while a too critical investigation of their cases is being made. Our aim should be quick, effective, but quiet helpfulness. For the present, and until experience has indicated more clearly the phases into which our work will develop, our organization should be simple and flexible; and I, therefore, suggest that our officers and committee be limited to a chairman, vice-chairman, secretary, treasurer, an executive committee, a managing committee, and a finance committee. Obviously the first thing needed is money and that in large amounts. If Philadelphia's soldiers should be in the field for a year, we shall need hundreds of thousands of dollars. We cannot start too soon to raise it. Some sources from which speedy responses should be expected have occurred to me. Some of the plans suggested were by large individual subscriptions from Philadelphia citizens of wealth; the use of glass bowls in public places, and appeal to pastors of churches to take up special collections."

Following the Mayor's suggestions an election was held and the following officers selected; Chairman of the General Committee, the Mayor; Vice-Chairman, Colonel Sheldon Potter; Treasurer, Joseph E. Widener, and Secretary, George Wentworth Carr. In addition it was decided to have a managing committee of the officers and eleven other members; an executive committee of sixty-five, and finance committee of eighteen.

The Citizens' Soldiers Aid Committee became operative on June 24th, within one hour after the first troop train had left the city for Mt. Gretna, when an appli-

eration was received from a twenty-year old bride of a few months. She was given immediate assistance and subsequently placed in a lucrative position. Between June 24th and July 7th, the Committee paid out \$508 without any investigation, following the Mayor's idea that it was better to lose a few dollars than to permit some needy and worthy person to suffer.

The first meeting of the executive committee of sixty-five was held on June 27th, at which time a large sum of money was pledged. The personnel of the Executive Committee was as follows:

Herbert D. Allman, Richard L. Austin, C. C. A. Baldi, John C. Bell, General R. Dale Benson, A. J. Drexel Biddle, former Mayor Rudolph Blankenburg, Samuel T. Bodine, Charles S. Calwell, George Wentworth Carr, Mrs. Alexander J. Cassatt, Mrs. J. Gardner Cassatt, Frederick T. Chandler, Morris L. Clothier, Dr. Russell Conwell, Edward M. Cooke, Colonel J. Howell Cummings, Cyrus H. K. Curtis, Agnew T. Dice, Mrs. George Dallas Dixon, Mrs. George W. C. Drexel, Franz Ehrlich, Jr., William S. Ellis, Nathan T. Folwell, Howard B. French, Joseph P. Gaffney, Ellis A. Gimbel, Dr. E. B. Gleason, Colonel John C. Gribbel, Mrs. John C. Groome, William Hancock, Charles C. Harrison, Stevens Heckscher, Max Herzberg, Isaac D. Hetzel, Mrs. George Q. Horwitz, James E. Lennon, Howard W. Lewis, Colonel Samuel D. Lit, L. H. Kinnard, Charles H. Krumhaar, Hugh McCaffrey, Joseph B. McCall, Judge J. Willis Martin, Thomas Martindale, Gustav Mayer, Thomas E. Mitten, George Wharton Pepper, Colonel Sheldon Potter, Eli Kirk Price, Frank P. Prichard, Samuel Rea, Francis B. Reeves, Levi L. Rue, Dr. George E. de Schweinitz, Edgar Fahs Smith, Joseph N. Snellenburg, Mrs. E. T. Stotesbury, E. T. Stotesbury, Edwin S. Stuart, Judge Mayer Sulzberger, Charlemagne Tower, John Wanamaker, Mrs. Barclay H. Warburton, Joseph E. Widener, Alexander Van Rensselaer and Mayor Smith.

On June 30th, the General Committee met in the Mayor's reception room and the personnel of the finance and managing committees were announced as follows:

Finance Committee: E. T. Stotesbury, chairman; Frederick T. Chandler, Morris L. Clothier, Cyrus H. K. Curtis, Mrs. George Dallas Dixon, William S. Ellis, Nathan T. Folwell, Ellis A. Gimbel, Colonel John C. Gribbel, Charles C. Harrison, Mrs. George Q. Horwitz, Howard W. Lewis, Colonel Samuel D. Lit, Hugh McCaffrey, Levi L. Rue, Joseph N. Snellenburg, Edwin S. Stuart, Alexander Van Rensselaer and John Wanamaker.

Managing Committee: Mayor Smith, chairman; all officers ex-officio and John C. Bell, Samuel Bodine, William Hancock, Stevens Heckscher, Max Herzberg, Mrs. A. J. Cassatt, Mrs. George W. C. Drexel, Mrs. John C. Groome, Edgar F. Smith, Mrs. E. T. Stotesbury and Colonel J. Howell Cummings.

As the relief work progressed an affiliation was effected with the Home Relief Division of the Emergency Aid Committee, and by July 8th the work of the organization had been so extended as to necessitate three departments, the Executive and Registration in City Hall and the Home Relief Division at 221 S. 18th Street. The Executive Department received contributions and disbursed the General Fund, took care of the general correspondence and outlined the policies of the Committee. The Registration Department received applications and the Home Relief Division, in charge of the Emergency Aid, made investigations and paid the allowances to the dependents of the soldiers. The Pennsylvania Women's Division for National Preparedness cooperated with the Emergency Aid Committee in the home relief work. Under the direction of Mrs. J. Gardner Cassatt, a member of the Executive Committee of the Citizens' Soldiers Aid Committee, twenty-seven volunteer visitors made investigations. These twenty-seven were:

Miss Madeline Ashbury, Mrs. L. C. Black, Miss Louise Cochran, Miss Eleanor Solis-Cohen, Miss Judith Solis-Cohen, Mrs. C. L. Card, Miss Ethel Dripps, Miss Blanche V. Moore, Miss Helen E. Donaghy, Miss Mary A. Gilbert, Mrs. Francis S. Hoskins, Mrs. Henry I. Hyneman,

Mrs. Emma Hoffa, Mrs. Henry F. Kassebaum, Mrs. George O. Lummis, Miss Martha C. F. Bent, Dr. H. E. McSorley, Mrs. H. Gordon McCough, Mrs. Mustard, Mrs. Marshall, Mrs. Powers, Mrs. B. Alexander Randall, Miss M. H. Stryker, Miss Amy D. Smith, Mrs. J. Harry Scott, Mrs. J. Frederick Thomas and Mrs. H. Frederick Wilson.

The Emergency Aid Volunteer workers were: Mrs. J. Willis Martin, acting chairman; Mrs. John C. Groome, chairman Home Relief Division; Mrs. Rodman E. Griscom, Mrs. Reed A. Morgan, Mrs. F. M. Myer, Mrs. Gibson Bell, Miss Louise Snowden, Mrs. Francis D. Lewis, Mrs. Henry C. Boyer, Mrs. Alexander Randall, Mrs. W. Penn Smith, Mrs. J. B. Lippincott, Jr., Mrs. Charles Platt, Jr., Miss Eleanor Baker, Miss Eleanor E. Carr, and Miss Elizabeth D. Wheeler.

By mid-July the Committee had received a total of \$6,000 and had expended more than \$4,000 for relief work. In addition, by personal subscription outside of the Relief Fund but within the Committee, about \$1,200 had been gathered to purchase baseball equipment for each of the thirty-six Philadelphia National Guard companies then at Camp Stewart, El Paso, Texas. On July 18th, when the financial condition became exceedingly precarious, Mr. Stotesbury, as Chairman of the Finance Committee, addressed a meeting of the General Committee and secured pledges, within a half hour, for \$9,510. He showed that the Committee needed between \$500 and \$1,800 weekly to carry on the work. Pledge cards were issued at the meeting, and also placed in the hands of business and other organizations and sent to a large mailing list of reputable citizens. On July 22d, the Committee announced that it had received a total of \$15,712.05 and had expended \$5,756.10.

The overhead expenses were kept throughout at a minimum. The Pennsylvania Women's Division for National Preparedness paid for the services of one clerk and Mrs. J. Gardner Cassatt paid the expenses of a stenographer. Other patriotic women in the Committee personally paid incidental expenses, so that the overhead to the Committee consisted of the salary for six clerks—four at the City Hall and two at 221 S. 18th Street—with a total payroll of \$94 weekly.

By the end of July more than 100 families had appealed for help. These were: 213 wives; seventeen fathers; 206 mothers of soldiers. There was a total of 186 dependent children in these appeals and there were twenty-four expectant mothers. At first the persons on the allowance list called at the Home Relief Division for their money, but when the infantile paralysis epidemic became virulent in the summer of 1916, a plan was devised whereby money could be sent by check. In the case of foreign born parents of soldiers, the money was sent in cash to avoid misunderstanding.

On August 1st, Mayor Smith made a public appeal for funds to aid the work, and the immediate results were apparent when \$984 came in on August 3d and \$1,658 on August 4th. By August 8th, the Committee had received a total of \$27,060.10 and had expended \$11,376.10. Through the balance of the month and early September receipts and disbursements grew alike, and on September 7th, the former reached \$36,996 and the later \$22,322.

About the middle of September, the Committee learned that the Army Appropriation Bill, approved by the President on September 8th, contained an item of \$2,000,000 for the relief of the dependents of the soldiers of the National Guard and the Regular Army. At that time it appeared as if the Philadelphia soldiers would remain indefinitely in the field. The Committee, realizing that its funds were inadequate to carry it beyond December 15th, took up the question of another

public appeal or securing the relief through the War Department. Fortunately in early October, two of the Philadelphia regiments—the 1st and 3d—returned from border service. There remained at Camp Stewart the 2d Regiment, at that time being converted into the Second Field Artillery. The Committee sent to the Commander of the 2d Artillery the names of the soldiers in the unit whose families were being aided and advised to apply for relief to the War Department under the terms of the act.

Negotiations were at the same time carried on with the War Department, and on September 26th, N. B. Kelly, Secretary of the Chamber of Commerce, interviewed Secretary of War Baker at Cleveland, Ohio, acting for the Committee while traveling on another matter. Mr. Kelly wired the result of his interview as follows:

"Secretary of War Baker advises that you do not seek additional contributions. Have applicants for relief inform their relatives to secure application blanks from their commanding officers at the front to be forwarded to War Department. Said department will secure family records through your committee. Said applicants will be paid by Government, if your reports as to their needs are favorable."

With the return of two regiments in October the Committee found its funds sufficient to continue providing for the 125 dependent families in the 2d Artillery for a little longer than had been anticipated, and it was not until November 27th that a letter was sent to each of the 125 soldiers stating that allowances would not be paid after December 15th, and instructing them to apply to the War Department for relief. When December 15th arrived the Committee's funds, as had been anticipated, came to an end. From June 24th to December 15th it had raised and expended, the major part being received from members of the Committee, the sum of \$12,323.17. Its work practically ended on that date. What remained was merely considerable routine endeavor to get the dependent families safely transferred from the payroll of the Committee to that of the War Department. The Citizens' Soldiers Aid Committee, as an organization, passed into history with the end of the year 1916.

THE PHILADELPHIA HOME DEFENSE COMMITTEE

The Philadelphia Home Defense Committee grew out of a meeting called originally to formulate plans to aid the Fourth Naval District recruit 6,000 men for the Naval Coast Defense Reserve. It was during the pre-war (for America) days, while the nation was awaiting President Wilson's address to the pending special session of Congress, after Ambassador Bernstorff had been handed his passports, and when all activities centered on preparedness. Captain Robert Lee Russell, U. S. N., Commandant Philadelphia Navy Yard, had requested public assistance in making the recruiting campaign go, and on March 20, 1917, in response to Mayor Smith's invitation, there gathered in the Mayor's reception room, representatives of many organizations, business, fraternal, social and patriotic. The total was close to 100.

The gathering saw more before it than the recruiting campaign. It sensed the inevitable entry of the nation into war, and it used the opportunity of the public meeting to line up the city in solid front behind the President. Mayor Smith acted as chairman and, a few minutes after the opening of the session, Franz Ehrlich, Jr., President of the Philadelphia Branch of the National German-American

Alliance, introduced a resolution pledging the resources of the city and its people to the President. To make the resolution more emphatic in showing the disappearance of the hyphen, the seconder was John B. Mayer, President of the German Society of Pennsylvania. Ten minutes later the following telegram was on its way to Washington:

"The Philadelphia Home Defense Committee, just organized, and now in session at the Mayor's office, Philadelphia, composed of representatives of great railroads, public utility companies, large mercantile and industrial establishments, great commercial and labor organizations, sectional business men's associations, athletic and yacht clubs, and representing a vast majority of all the citizens of Philadelphia, have unanimously adopted the following resolution:

"The members of the Philadelphia Home Defense Committee, as individuals and for the corporations and associations represented by them as well as for the people of Philadelphia generally, pledge the ungrudging support of all the men and women of Philadelphia and all its resources to the President of the United States in his efforts to maintain the honor and dignity of the Nation and protect the lives and property of Americans on land and sea.

"THOMAS B. SMITH, Mayor."

Before adjournment, the newly formed committee pledged its aid to the naval recruiting campaign as outlined by Captain H. A. Bispham, U. S. N., representing Commandant Russell; decided upon an executive committee to be appointed by the chairman, and elected the following officers:

Chairman, Mayor Smith; Vice-Chairman, John C. Bell; Secretary, George Wentworth Carr; and Treasurer, Joseph E. Widener.

The City beat the State by twenty-four hours in its preparedness work. It was not until the following day, March 21st, that Governor Brumbaugh appointed the Pennsylvania Committee of Public Safety.

On March 23d, the Executive Committee having been appointed, met in the Mayor's reception room and considered a vast patriotic meeting as one of the best ways to arouse the people of the city to the emergency. At the same time the Mayor named the chairmen of the standing committees as follows:

Finance, E. T. Stotesbury; *Home Reserve*, A. J. Drexel Biddle; *Decorations and Posters*, John Frederick Lewis; *Recruiting Stations*, William W. Roper.

These chairmen, with the officers of the General Committee and the following others, constituted the Executive Committee:

William Potter, John B. Mayer, Clarence Wolf, Edward A. Noppel, Mrs. J. Willis Martin, and Ernest T. Trigg.

Likewise a publicity committee was appointed that day consisting of:

M. F. Hanson, Colonel James Elverson, Jr., Cyrus H. K. Curtis, Samuel Meek, E. A. Van Valkenburg, W. L. McLean, Thomas D. Taylor, P. H. Whaley, Gustavus Mayer, C. Lemke and Rowe Stewart.

On the following day, Saturday, March 24th, the Executive Committee met at the Poor Richard Club and laid plans for the previously approved patriotic meeting to be held in Independence Square on the subsequent Saturday, March 31st, with a special celebration for the school children in Washington Square, adjoining, at the same time. A Committee on Celebration was appointed with the following members:



Courtesy of Frank W. Buhler, Stanley Co. of America.

Prominent Men at Rally at Independence Hall.

Chairman, Walter Lee Rosenberger, Thomas Robins, Mrs. J. Willis Martin, T. DeWitt Cuyler, Dr. Frank H. Hustead, E. A. Wright, Jr., Frederick Jones and Dr. H. Evert Kendig.

On March 26th the personnel of some of the standing committees was announced as follows:

Finance: E. T. Statesbury, Chairman; George E. Bartol, Robert K. Cassatt, Jay Cooke, 3d, Percy M. Chandler, J. Howell Cummings, Stanley G. Flagg, Jr., John H. Mason, Levi L. Rue, Benjamin Rush, Daniel B. Wentz, George H. Frazier, Ellis D. Gimbel, Edward F. Henson, Colonel Samuel D. Lit, Randal Morgan, George H. McFadden, Lincoln K. Passmore, Adolph G. Rosengarten and Joseph E. Widener.

Home Reserve Committee: A. J. Drexel Biddle, Chairman; Dr. Clement Biddle, Charles B. Helms, Lee J. Eastman, J. DeWitt Jobborn, Colonel Jacob D. Lit, Ellingham B. Morris, C. S. W. Packard and Alexander Van Rensselaer.

The first big achievement of the Home Defense Committee, the patriotic rally at Independence Square and Washington Square, was held on March 31st, as planned, a full week before the official declaration of war. It was preceded by many processions of military units, fraternal organizations, business associations, school children, etc., all forming in their respective localities and centering upon the historic squares. A crowd variously estimated as from 10,000 to 20,000 people participated in the two main celebrations. Mayor Smith presided at the meeting in Independence Square, and addresses were delivered by Senator Hiram W. Johnson, of California; Senator Boies Penrose, of Pennsylvania; Franklin Spencer Edmonds, C. Stuart Patterson, Provost Edgar Fahs Smith, of the University of Pennsylvania; Rev. Dr. Russell H. Conwell, Rt. Rev. Henry T. Drumgoole,



Courtesy of Frank W. Ruhler, Stanley Co. of America.

Relatives of Philadelphia men in the Service bring Christmas packages.

and Lieutenant-General S. B. M. Young. The speaker at the meeting for school children in Washington Square was city statistician, Edward J. Cattell.

In the meanwhile the work of the standing committees was not neglected. The Committee on recruiting stands enlisted many volunteer workers who placed their services in clerical capacities under the recruiting officers of the Naval Coast Defense Reserve, the Regular Navy, the Regular Army and the National Guard. This volunteer force of helpers enabled the various branches of the Federal service to extend recruiting work to all parts of the city instead of being confined to certain central localities. The first Naval Coast Defense Reserve Station at the naval home was soon augmented by a permanent station in the Mayor's reception room, another in Independence Hall and a third in the Crozier Building. The battle-ships of the Atlantic Reserve Fleet set up recruiting tents on the plaza of City Hall. The National Guard went beyond their armories, centering around the City Hall, and they, with the Navy and Regular Army, conducted flying automobile recruiting squads, the machines in many instances being secured by the Recruiting Stands Committee.

The work of the Home Defense Reserve Committee, resulting in the creation of the Philadelphia Home Defense Reserve, is fully described elsewhere in this volume, and is only touched upon here to show the connection between it and the Home Defense Committee.

The work of the School Mobilization Committee, under the chairmanship of Franklin Spencer Edmonds, is also reviewed elsewhere.

While the Home Defense Committee found it unnecessary to take up the financial aid to soldiers' dependents, which had been the function of the earlier Citizens'

Soldiers Relief Committee of the Mexican border days, it did find a valuable source of work in the establishment of a Personal Service Bureau to aid the soldier and his family to adjust themselves to war conditions, convey messages between them, look up those who failed to communicate properly with their homes, forward mail and packages and offer a general helping hand to service men from other cities located temporarily in Philadelphia.

Perhaps the biggest achievement of the Personal Service Bureau, under Mrs. M. L. Woodruff, was the forwarding of Christmas packages to the Philadelphia soldiers in American camps in the holiday season of 1917. All that the Home Defense Committee required was that the package conform to War Department rules and be properly addressed. Arrangements had been made with the various draft boards so that packages left with them were forwarded to the City Hall and, during the entire month of December, thousands of packages were sent to the men in the service, the great bulk going to Camps Hancock and Meade. The detail of this work was tremendous, as the Committee gave a receipt for each package accepted for shipment, issued acknowledgment cards which had to be placed within the package, and then traced those which went astray or which failed of acknowledgment.

The Personal Service Bureau remained in existence throughout the war, conducting in February, 1918, a military census of the city. This census lost its value because it was not possible to continue it daily throughout the balance of the war, the great draft exoduses of the subsequent months being too large to permit of codifying at the time. The census had an immediate value, however, to the bureau, as it enabled it to clear up questions of home address and names which were in doubt or confusion.

Of the other committees, the work of the Home Defense Reserve was also permanent throughout the war, but the Committees for Recruiting Stations, and Posters and Decorations gradually ceased activities through the substitution of the draft for volunteer enlistments, and the establishment of the State headquarters of the Pennsylvania Committee of Public Safety in this city.

The activities of the State Committee naturally found expression in the columns of the local newspapers; its organization was perfected on a larger scale and gradually it took over much of what the Philadelphia Home Defense Committee had planned. By the time the State Committee found it necessary to establish a Philadelphia branch of the Council of National Defense and Committee of Public Safety, the old Home Defense Committee, save for the Personal Service Bureau and the Home Defense Reserve, was a thing of the past. Its existence had been comparatively brief, but it had functioned well in the emergency. And, after all, it was for the emergency that it sprang into being.

PHILADELPHIA HOME DEFENSE RESERVE



IN the early days of 1917, when the war clouds were gathering thick and fast and it became more and more apparent that this country would soon be drawn into the World War, the formation of a Philadelphia Home Defense Reserve was suggested.

Two preliminary and simultaneous efforts were made, independently of each other, which later resulted in one definite movement, under the Mayor's Committee for Home Defense.

George Wentworth Carr, afterwards captain in the Ordnance Department, held a series of conferences with Mayor Smith and at the same time Wm. H. Wilson, former Director of Public Safety, was also working out a general plan to be submitted to the Mayor for his approval. As a result of the efforts of Captain Carr and Director Wilson, a call for 21,000 men was made on April 7, 1917.

Cards were printed and distributed widely throughout the city, outlining the general purpose of the Home Defense Reserve, giving the plan of organization and



Courtesy of Frank W. Buhler, Stanley Co. of America.

Home Defense Reserves Pass in Review.

mobilization, authority conferred and the equipment which would be supplied. The appeal further suggested the formation of a motor transportation corps.

The response to this call was encouraging, and all over the city the organization was effected. With so large an enrolment it was soon found difficult to maintain discipline and enthusiasm; therefore in September, 1917, a meeting was held which was attended by delegates from the different companies and a plan for reorganization was submitted to the mayor and approved by him.

As a result of this suggestion an executive committee of ten was appointed in addition to a chairman, who was to act as Civilian Director of the Reserve, and on October 31, 1917, the following circular letter was issued:

Under the plan of reorganization, an executive committee of ten, in addition to a chairman, who will act as civilian director of the reserve—and a secretary, in conjunction with Captain William B. Mills, will effect the contemplated reorganization. After careful consideration the following plan has been adopted and unanimously indorsed at a meeting of delegates held on Wednesday afternoon, October 21, 1917, in room 627, City Hall.

The organization shall be known as the Philadelphia Home Defense Reserve.

The units of the reserve, now divided into forty-one districts, will continue in their respective districts, but will be grouped into four divisions, corresponding as nearly as practicable to the five main police divisions of the city.

The first division will be east of the Schuylkill River from South Street, south, and will comprise the following districts: 1, 2, 17, 25, 33, 37, 11.

The second and third divisions will be east of the Schuylkill River from South Street, north to Lehigh Avenue, and will comprise the following districts: 3, 1, 5, 6, 7, 8, 9, 10, 11, 12, 13, 19, 20, 21, 26, 28, 31, 10.

The fourth division will be east and west of the Schuylkill River, north of Lehigh Avenue and Fairmount Park line, and will comprise districts 13, 11, 15, 22, 21, 27, 30, 35, 36, 39.

The fifth division will be west of the Schuylkill River from the Fairmount Park line, south, and will comprise districts 16, 21, 29, 32, 38.

All of the districts in each division will be formed into a battalion, which will be under the command of a major and the whole organization of the city will be under a regimental commander or colonel. All appointees in the military organization of the reserve will be provisional.

The provisional appointees were as follows: William B. Mills, Commander; Walter Glasgow, Major, First Division; Harry W. Walton, Major, Second and Third Divisions; Edwin Hulley, Major, Fourth Division; Lucien M. Wiler, Major, Fifth Division.

Pursuant to order, each division commander will immediately get in touch with the officers now in command of the various districts now included in his division and arrange for the appointment of provisional company officers. In each case the wishes of the respective units as to the identity of company officers shall be considered; fitness and experience to be the deciding factors.

QUALIFICATIONS FOR MEMBERSHIP IN THE RESERVE

Every applicant shall be at least twenty-one years of age, physically normal, of good moral character and shall either be a citizen of the United States or in possession of his first papers; provided, however, that he is not an enemy alien.

The Home Defense Reserve will operate upon the above basis and continue intact in so far as each district is at present constituted and can muster a full company in accordance with the above regulations. Such districts as cannot muster a full company will be consolidated with the nearest adjoining district in the same division. The members of the reserve will be instructed in general military work and particularly in police duties. Regular drill will be conducted and promotions made on merit. Members will be sworn in only when ordered to active duty in an emergency and will not carry arms except at drill and when on active duty.

Social organizations in aid of the reserve will be encouraged and may combine in one or more districts. No special rules or regulations governing their formation will be promulgated for the present, the only conditions being that they shall be a help and credit to the organization.

Recruiting will be supervised by the major in command of each division.

STATEMENT OF PURPOSE

The organization is being created to serve in case of an emergency that might threaten the lives and property of the citizens of Philadelphia and their families, necessitating the presence of a large part of the uniformed police force in a particular section of the city. Under such conditions, it is provided that the Home Defense Reserves shall patrol beats temporarily vacated by the regular police and render such other service as the exigency may demand. Should the police require assistance to meet the emergency, then the members of the Home Defense Reserve will be called upon to report to any place in the city.

The members of the reserve can only be summoned by the mayor, through duly constituted officers, and cannot be called upon as an organization by any state or federal officer nor be required to do any military or police duty by reason of membership in the reserve.

The above statement was signed by William B. Mills, acting colonel, and Arno P. Mowitz, civilian director.

In the course of the reorganization of the Reserve it was apparent that many of the men desired advanced military training and to meet this desire it was decided to organize a special regiment of 1,500 officers and men, to which were added the Home Defense Reserve units already organized, uniformed and equipped. This special regiment of 1,500 men—later increased to 2,500—was uniformed and armed at the expense of the city. The men were selected by their respective captains on account of regularity at drill, interest manifested, and general qualifications. Out of the number so recommended the major of the particular division made a final choice and certified them to the commander. The tentative allotment to the four divisions was: First Division, 200; Second and Third Divisions, 300; Fourth Division, 400; Fifth Division, 600.

In a short time the full number of men was enrolled and a waiting list was prepared of men anxious to serve. The known presence of 2,500 fully equipped, trained and armed men, subject to the call of the Mayor and the Director of Public Safety, was, ipso facto, a powerful deterrent to those who might have otherwise tried to stir up trouble.

A uniform, consisting of a blouse (United States regulation, except color of forestry green), trousers, overcoat, belt, police club, badge and cap was provided by the city and when the reserve was mustered out became the property of the men. Rifles were issued to 800 men and revolvers to 1,300.

William B. Mills was made colonel of the regiment and he appointed Joseph Klapp Nicholls regimental adjutant on November 3, 1917. Major Lucien M. Miller, commanding the fifth division was appointed lieutenant-colonel on April 24, 1918.

On November 19, 1917, companies were formed in Germantown and Chestnut Hill and a mounted troop was accepted as members of the military unit. The fourth division was divided into the fourth and sixth and G. Henry Davis was appointed major, commanding the sixth division.

On November 19, 1917, Major Glasgow resigned and Captain James W. Johnson was appointed acting major until January 13, 1918, when, upon resignation, he was succeeded in command of the first division by Joseph L. Bailey.

During the period of reorganization, from September, 1917, to April, 1918, the men were drilled twice a week and by March were uniformed and ready for any call to duty. The officers were sworn in by the Director of Public Safety on April 3, 1918.

The first call made by the Bureau of Police was on May 17, 1918, when some of the platform employees of the Philadelphia Rapid Transit Company struck for more pay and threatened to create a disturbance. The divisions were mobilized at the various station houses, sworn in by the Director of Public Safety and placed at the disposal of the Bureau of Police. This duty lasted from May 17th to 21st, and, although no serious outbreak occurred, the presence of 2,500 efficient Reserves no doubt helped to keep in check any disorderly element.

On June 5, 1918, Lieutenant-Colonel Wiler, entered the national service and was succeeded by Major Edwin Hulley, of the fourth division. Colonel Hulley, who had successfully commanded the fourth division, was a veteran of the Spanish War and developed the regiment to a great degree of efficiency. A full regimental staff was appointed and meetings were held twice a week at the headquarters, room 697, City Hall. Regular military discipline prevailed, reports were received from each division giving the name, address, badge number and equipment of each officer and man. This information was card indexed and kept in perfect order. In a short time the whole regiment felt the effects of his leadership.

On July 1, 1918, the Reserve policed Broad Street from Girard Avenue to Washington Avenue in connection with the Parade of All Nations.

From July 30 to August 4, 1918, the Reserve helped the police bureau maintain order in South Philadelphia during the race riots. The entire regiment was quickly mobilized in South Philadelphia and Cooper Battalion Hall, 23d and Christian streets, made field headquarters.

On September 28th, the regiment policed Broad Street from Lehigh Avenue to Snyder Avenue during the Fourth Liberty Loan Parade, and on October 11th assisted the Liberty Loan workers in details of two men each in about 600 parades to arouse popular enthusiasm and bring the citizens to a realization of the seriousness of the situation and of their duties in connection with the loan. All over the City at a certain fixed time, two Home Defense Reservists escorted two Boy Scouts who carried the colors, two four-minute speakers and a town crier with a bell.

Probably the most self-sacrificing duty performed by the members of the Reserve was in connection with the epidemic of influenza which swept over our City during the fall of 1918. Members of the fourth division rendered assistance at the Emergency Hospital at Holmesburg on October 13th, 14th and 15th. The fifth division was also very active along the same lines in West Philadelphia. The transportation corps of this division took the doctors to their patients during the epidemic, one doctor alone making 200 calls in one day. They also maintained transportation service in connection with the Emergency Hospital at 18th and Cherry streets. This division was equipped with a regulation army ambulance which was donated by citizens of West Philadelphia. From October 23d to 31st, owing to the number of policemen who were taken down by the epidemic, 150 reservists were assigned each evening to the various police stations and performed regular police duty. At the same time about 100 men each day policed the down-town streets of the city in plain clothes, arresting spitters who were summarily fined. This service was particularly valuable during the epidemic and was efficiently rendered, as was demonstrated by the decrease in the number of arrests the second day of duty. Public recognition of this service was made by a resolution of Councils.

On November 7, 1918, due to the rumor of the armistice being signed, an emergency call was issued at 3 p.m. and by 6 p.m. the Reserves were on the streets at points designated by the Police Bureau, aiding in handling the crowds in the center of the city. This work lasted till midnight.

On November 11, 1918, at 3.50 a.m., when the news of the signing of the armistice was given out, every man reported at once to the call and was on duty until midnight, helping to maintain order and handle the crowds in the center of the city and along the important avenues which were congested.

On August 12, 1918, the Wingohocking sewer at Broad and Courtland streets caved in, endangering property and life. Members of the fourth division rendered special service in aiding the citizens and police in this instance.

October 29, 1918, members of the second and fourth divisions helped police the large fire on Broad Street below Montgomery Avenue.

The members of the fifth division guarded the public school at 56th Street and Kingsessing Avenue from January 1 to May 1, 1918, to protect it from incendiaries, who had set on fire several other school buildings. This service was especially arduous on account of the severe weather, the thermometer registering as low as six degrees below zero.

From February 18 to 23, 1919, the Reserve furnished the Police Department with automobiles and men to be used as decoys in an effort to catch auto thieves and discover the disposition of stolen cars.

What threatened to be the most hazardous duty assigned to the Reserves was the order mobilizing the whole regiment for duty on May 1, 1919. May Day had been set as a day upon which a labor protest would be made over our whole country. No parade permits were issued in this city and no gatherings in public squares were permitted. Threats of labor agitators to parade and hold meetings were made and it was feared that force would be required to back up the orders of the Police Bureau. The Reserves, fully armed, cooperated with the Police Bureau.

On May 15th, the Reserves helped to police the line of the parade of the 28th Division, which had been engaged in France and had won an enviable record.

During the floating of the Second Liberty Loan the Reserve secured \$545,050, mostly in \$50 bonds. There were about 3,000 individual subscriptions.

When the Third Liberty Loan campaign was organized the divisions turned in with a will and the results spoke for themselves.

In the Fourth and Fifth Liberty Loans, the Reserves cooperated throughout the City with the Citizens' Committee without any definite organization of the Reserves as a whole, although many of its members held important executive offices under the various district directors.

In the War Chest and Salvation Army campaigns as in the Fourth and Fifth Liberty Loans, the Reserve was not asked to cooperate in its entirety, but cooperated individually, many of its members holding important positions and contributing largely to their success.

The work of the Home Defense Reserve in Liberty Loans was under the direction of Captain W. Nelson Mayhew.

After May 15, 1919, the Home Defense Reserve was inactive but always subject to call, until demobilized.

INTELLIGENCE BUREAU

This bureau, under the personal direction of Captain Joseph B. Seaman, assisted by Lieutenant W. H. S. Bateman, Company C, Fourth Division, consisted of a large number of men of exceptionally high ability and standing.

The Intelligence Bureau was in a position, due to its peculiar circumstances, to do valuable work in securing a voluminous amount of highly interesting information.

It is of special note that two foreign governments as well as our own government complimented Chief Seaman on the valuable information secured by this bureau.

The spirit of cooperation was so strong that arrangements have been made to maintain the organization as a permanent agency for the promotion of mutual and government interest. Public spirited men within the bureau financed its past and future work.

On Saturday, December 27th, a parade was held, and the Philadelphia Home Defense Reserve officially passed out of existence at 4 P.M., December 19, 1919.

The Select and Common Councils of Philadelphia commended the Reserves for their work and, in view of the patriotic service which they rendered without pay, permitted the members to retain possession of their uniforms.

THE PHILADELPHIA SCHOOL MOBILIZATION COMMITTEE

Immediately after the declaration of war, a group of Philadelphia teachers requested Mayor Smith, to appoint a committee for the purpose of mobilizing the resources of the schools for public service to the nation, and in April, 1917, the Philadelphia School Mobilization Committee was appointed to serve under the Philadelphia Home Defense Committee. It continued its work until shortly after the signing of the armistice.

The Committee coordinated the resources of the schools along the following lines:

- (1) The facilities afforded by the buildings, laboratories, shops, playgrounds, etc., of the schools of Philadelphia and vicinity.
- (2) The services of young men and women, largely pupils in the schools, who desired to work to the best interests of the city, State and nation.
- (3) The services of teachers, who could be released from their regular school duties during a part of the school year, to exercise an oversight and direction of these young men and women in patriotic service, either within or without the schools.

- (4) The services of teachers during the summer vacations.

- (5) The services of other volunteer workers.

Headquarters, in the Widener Building, were donated for this purpose by the management, and various commissions were appointed to take charge of the details of the work. At this time William H. Hall, of New York City, was Director of the United States Junior Working Reserve of the United States. He met with the Committee and aided in the consideration and formulation of plans of classes, which were later developed to a very large extent, not only in Philadelphia but throughout the nation. The Philadelphia School Mobilization Committee was

the first local committee appointed with these purposes in view, and therefore, its work has special significance.

A résumé of the work accomplished is as follows:

The Commission on Junior Instruction inaugurated a campaign of education in patriotism and thrift among the pupils of the schools, and indirectly through them to their parents and the general public. Addresses were delivered at the various schools on current war topics, war and Liberty Loan, daily lessons were prepared for school use, instructions in thrift and domestic science were distributed through the schools for home use, and a series of pamphlets were prepared, published and distributed in conjunction with the Educational Committee of the Philadelphia Chamber of Commerce, the most important being as follows: "Bobby and the War," "Democracy and Autocracy Compared," and "What the United States Stands for in the War."

The Commission on Community Service lent encouragement to the Big Brother and Big Sister movement, established summer classes in public school buildings for delinquents, and organized committees on the care and feeding of young children. Eventually a large portion of the activities of this commission was assumed by the War Camp Community Service in Philadelphia.

The Commission on Science and Technical Training aimed to secure the fullest use of scientifically trained teachers and laboratory equipment for the service of the war, and stimulated instruction for those who desired to enlist in lines of work for which specialized skill was needed. This Commission assisted in the enlarged organization of the Philadelphia Trade School for Girls, and eventually secured the acceptance of this school by the Board of Public Education as a part of the school system of the city. It also established and furnished teachers and equipment for classes of sailors and soldiers in cooking, typewriting, French, surveying and navigation; it assisted the Philadelphia Navy Yard in starting apprentice classes in shipbuilding by examining and classifying applicants, securing instructors, and obtaining class-rooms and equipment for these purposes in the South Philadelphia High School for Boys. It also aided in the development of the Summer High School for Girls in the William Penn High School in the summer of 1918.

The Commission on Adult Enlistment and Census prepared an enrollment blank for the teachers of the city who would volunteer for public service in their vacations and free time. Over 500 applications were received from men and women in the educational institutions of Philadelphia for services in agricultural, industrial and commercial work. This Commission supplied the material with which the other commissions worked.

The Commission on Farms and Farm Camps inaugurated the movement for placing older High School boys upon farms for farm labor, of which there was a great shortage. Permission was obtained from the Board of Public Education to excuse from the schools as early as May first those boys whose school standing justified this privilege. Hundreds of farms were investigated, and thousands of acres of unused farm lands in the vicinity of Philadelphia were tested, and agricultural production stimulated wherever possible. During the summer of 1917 farm camps were established at Swedesboro, N. J., and at Paoli, Berwyn, Phoenixville, Glenloch, Gettysburg, and Byberry, in Pennsylvania. High School boys lived at these camps and went out during the day to work on the farms in the vicinity of the camp, returning to the camp at night. The success of the work of High

School boys on farms in 1917, not only in Philadelphia but over the whole country, led to the promotion by the Department of Labor at Washington of this method of helping to meet the acute farm labor shortage throughout the country by the organization of the United States Boys' Working Reserve.

During the summer of 1918 the Philadelphia School Mobilization Committee organized the work of the Boys' Working Reserve for the Philadelphia district, comprising Philadelphia, Delaware, Bucks, Montgomery and Chester counties under the direction of William J. Serrill, with the Secretary of the Philadelphia School Mobilization Committee acting as Associate Director.

Under this organization, Farm Camps organized as Liberty Camps were established at Andalusia, Bustleton, Byberry, Media, Kennett Square, Chelsea, Whiteland, Concordville, Norristown and Hatboro.

These Liberty Camps were managed locally by Pennsylvania State College agricultural students. Pennsylvania State College further contributed largely to the success of these camps and to the farm work of the Committee in general by the establishment and conduct of a series of Farm Training Camps for High School boys from all parts of the State. The successive periods of instruction were two weeks in length, and during the existence of the training school more than 150 Philadelphia boys were taught the rudiments of farm work.

The Commission on Junior Enlistment and Placement registered over 2,500 pupils in the schools for patriotic service. From among these registrants the following services were rendered:

(a) More than 1,300 were placed in farm work; of these between 500 and 600 during the summer of 1917, and 800 during the summer of 1918.

(b) More than 200 boys were placed in industrial and clerical work and in apprenticeship courses in the United States Navy Yard.

(c) More than 150 boys were sent to the Pennsylvania State College Farm Training Camp for instruction in farm work prior to assignment to summer farm work.

(d) Several hundred girls were assigned to volunteer and paid services in Red Cross activities, food conservation work, community services, and light agricultural pursuits.

(e) Recruits were selected by competitive examination, and sent to Camp Devens, the training camp of the United States Naval Reserves.

(f) Many hundreds of boys were enrolled in war garden and cooperative garden enterprises.

The Commission on Inspection investigated the hours of labor, provision for recreation, working and living conditions before placement of these junior patriotic workers, and continued this inspection at regular intervals during the period of their service. During the summers of 1917 and 1918 the Commission regularly inspected the boys in farm work, and recommended at the termination of such service in all meritorious cases that full credit be given by the various schools. It also provided supervision in motion-picture theaters for the High School girls engaged in the solicitation of funds for the Red Cross in June, 1917.

The Commission on Food Supply conducted the pioneer campaign for thrift in the use of food, and conducted campaigns for signers of Hoover Food Pledge Cards.

It prepared and distributed literature, etc., to schools and houses in the campaign of education in food conservation.

It conducted series of food canning and drying demonstrations in twenty-one public schools to acquaint housewives with the latest and best methods of drying and canning. It published a daily report of the condition of the wholesale produce market, listing the supply as "abundant," "normal," and "scarce," and thus prevented serious gluts of food on the markets with their attendant waste.

It also published wholesale prices of fish daily, together with propaganda for the greater substitution of fish for meat.

With the organization of the United States Food Administration in Philadelphia with Howard Heinz as Director, the Commission was discontinued as a part of the Philadelphia School Mobilization Committee and became a part of the Food Administration.

The Commission on Manufacturing Service organized the equipment in school shops and laboratories for the manufacture of articles and supplies in demand by the government and Red Cross. It supervised the construction of forty food drying trays and apparatus for food canning and drying demonstrations under the school luncheon department of the public schools, the manufacture of ten thousand tent pins for the United States Quartermaster, Red Cross packing boxes, Red Cross bandage rollers and other types of Red Cross supplies.

The Commission on Country Club Entertainment secured the cooperation of twenty country clubs in and near Philadelphia for the entertainment of enlisted men stationed in Philadelphia during the summer of 1917. Each club organized a Saturday or a Sunday party of fifty to one hundred sailors or soldiers, and provided the transportation, meals and recreation for the day. This work later developed into the provision, through other channels, of a country club for enlisted men at Rockledge, Pa.

The Commission on Lecture Courses for men in the service organized lecture courses, at the Philadelphia Navy Yard, Camp Dix, Camp Meade and Wissahickon Barracks.

The Commission on School Entertainment organized a series of entertainments at the Philadelphia Navy Yard by High School pupils from the South Philadelphia High School for Girls and the Northeast High School.

The Commission on the Junior Red Cross organized the Junior Red Cross School Auxiliaries in the schools of Philadelphia, Bucks, Chester, Delaware and Montgomery counties. The national campaign for the Junior Red Cross was held between Lincoln's Birthday and Washington's Birthday in 1918, and was a great success.

The work of the School Mobilization Committee was financed through popular subscription, through appropriations, from the Municipal Home Defense Committee, and the State Committee on Public Defense, and was supported bountifully by all of the public authorities. The private and parochial schools cooperated to the utmost, and the Superintendent of the Parochial Schools in Philadelphia served as a member of the Committee. In large measure the Committee served as an experimental testing station for work among juniors, and as soon as an idea had been tested out and its practicality demonstrated, it was copied in other communities, and by other committees, so that the work of this Committee may be fairly recorded as a pioneer in this line.

As a result it demonstrated the tremendous capacity for public work among the juniors, their enthusiasm and sincerity more than making up for their lack of experience; and it may be fairly stated that among the factors in bringing the

war to a successful conclusion, the boys and girls of Philadelphia contributed to their full capacity.

The officers of the Committee and the members of the Commissions were as follows:

GENERAL OFFICERS:

Chairmen.—Franklin Spencer Edmonds, Franklin C. Brodhead.

Vice-Chairmen.—John C. Frazee, April, 1917, to September, 1917; Louis Nusbaum, September, 1917, to January, 1919.

Treasurers.—Jos. E. Widener, April, 1917, to October, 1917; Maurice Fels, October, 1917, to January, 1919.

Finance Manager.—Thomas Robins, April, 1917, to September, 1917.

Secretaries.—Joseph M. Jameson, April, 1917, to June, 1917; Edwin W. Adams, June, 1917, to September, 1917; Raymond L. Chambers, September, 1917, to August, 1918; Hervis Roessler, August, 1918, to October, 1918; Charles C. Hazlet, October, 1918, to January, 1919.

Commission on Information and Publicity.—Joseph M. Jameson, Chairman.

Commission on Junior Instruction.—Wm. D. Lewis, Chairman.

Commission on Community Service.—Wm. O. Easton, Chairman.

Commission on Science and Technical Training.—Henry A. Gummere, Chairman.

Commission on Adult Enlistment and Census.—Arthur J. Rowland, Chairman.

Commission on Junior Enlistment and Placement.—Henry J. Gideon, Chairman.

Commission on Inspection.—Louis Nusbaum, Chairman.

Commission on Food Supply.—Dr. J. Russell Smith, Chairman.

Commission on Farms and Farm Camps.—Edward E. Wildman, Chairman.

Commission on Manufacturing Service.—Charles C. Heyl, Chairman.

Commission on Commercial Service.—Parke Schoch, Chairman.

Commission on Medical Inspection.—Dr. Walter S. Cornell, Chairman.

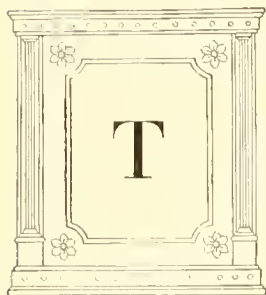


Courtesy of the Philadelphia "Inquirer."

Lord Reading and Charles M. Schwab at Hog Island

THE JOINT SPECIAL COMMITTEE ON THE CARE, SUSTENANCE AND RELIEF OF THOSE IN THE MILITARY AND NAVAL SERVICE OF THE UNITED STATES

By CHARLES P. O'CONNOR



THE uncertainty of the Mexican situation in 1916 found the Councils of Philadelphia preparing for eventualities. At a meeting of Select Council, held on June 22, 1916, a joint convention of Select and Common Councils was authorized on motion of Isaac D. Hetzell, and an invitation extended to the Hon. Thomas B. Smith, Mayor of the City, to address the meeting. The joint convention was held on Thursday, June 22d, at 3 p.m. Mayor Smith presented a resolution calling for the appointment of a joint committee for the care and sustenance of those in the military and naval service.

The resolution was presented and passed. It provided for a "joint special committee of twenty members (ten from each chamber), to arrange for the provision for the families of Philadelphians in the military and naval service, and for the care, sustenance and entertainment of those in such military and naval service who may be permanently or temporarily quartered in Philadelphia, for the transportation of the injured or sick, and for the burial of any who may die while in the service."

The personnel of the committee was: From Select Council, Messrs. Lennon (ex-officio), D'Autrechy, Davis, Dugan, Finley, Harris, McKinley, Quigley, Seger, Willard, J. and Hetzell (chairman). From Common Council, Messrs. Gleason (ex-officio), Barnes, Conn, Gaffney, Kelly, C. F., McCloskey, Righter, Roberts, J., Schwartz, F., Siegert, Trinkle. At the meeting for organization Charles B. Hall was elected secretary, Harry Wittig, sergeant-at-arms and Charles P. O'Connor, stenographer.

The following sub-committees were appointed:

FINANCE: Gaffney (chairman), Seger, Finley, McKinley, D'Autrechy.

SUSTENANCE AND RELIEF: Kelley (chairman), Dugan, McKinley, Quigley, Schwartz.

HOSPITALS AND QUARTERS: Righter (chairman), Trinkle, Harris, Conn, Davis.

BURIALS: Willard (chairman), Siegert, Barnes, Roberts, Finley.

Mr. Siegert resigned from Councils and was succeeded by Joseph S. O'Brien who also served on the sub-committee on burials.

The executive committee consisted of the chairman of the general committee, the presidents of Select and Common Councils and the chairman of the subcommittees. This executive committee cooperated with the "Citizens' Soldiers' Aid Committee," appointed by his Honor, the Mayor, to prevent overlapping or duplication of assistance to those in need.

WORK DURING THE WORLD WAR

When the United States entered into the World War, and it became apparent that the National Guard troops in Philadelphia and other military and naval organizations would be immediately called into active service and that great recruiting efforts would be made in the city, the duties, powers and jurisdiction of the committee were extended by resolution to "meet any other emergency that may arise in the future which the committee may be called upon to consider in connection with the terms of the original resolution under which they were appointed." All expenses incurred were paid out of appropriations to the Clerks of Councils for the purposes of the committee and work was developed and continued until January 7, 1918.

A resolution, similar to the one of June 22d, 1916, was adopted, and the committee for 1918-1919 consisted of the following members:

Ex-officio, James E. Lennon, president of Select Council; Ex-officio, Edward B. Gleason, president of Common Council; Isaac D. Hetzell, chairman; Morris E. Conn, Harry H. Davis, John F. Dugan, Joshua Evans, William E. Finley, Joseph P. Gaffney, Dennis J. Grace, John McArthur Harris (deceased), William J. McCloskey, Pringle Borthwick (appointed to succeed Mr. McCloskey), John J. McKinley, Jr., Philip M. Myers, Joseph S. O'Brien (resigned), Robert Smith (appointed to succeed Mr. O'Brien), William H. Quigley, Fred. Schwartz, Jr., Charles Seger (deceased), George W. Sheehan, Jefferson Shiel, W. W. Trinkle, James Willard, Charles B. Hall, secretary, Harry Wittig, sergeant-at-arms, Charles P. O'Connor, stenographer, David W. Harris, stenographer.

SUB-COMMITTEES

Executive Committee: Isaac D. Hetzell, chairman; James E. Lennon, Edward B. Gleason, Joseph P. Gaffney, James Willard, W. W. Trinkle, John F. Dugan.

Camps and Quarters: Joseph P. Gaffney, Chairman; William J. McCloskey, Charles Seger, Joshua Evans, Joseph S. O'Brien.

Sustenance and Relief: John F. Dugan, chairman; William E. Finley, Morris E. Conn, Philip S. Myers, William H. Quigley, John J. McKinley, Jr., Fred. Schwartz, Jr.

Hospitals: W. W. Trinkle, chairman; J. McArthur Harris, Dennis J. Grace, George W. Sheehan, Harry H. Davis.

Burials: James Willard, chairman; Jefferson Shiel, J. McArthur Harris, William E. Finley, Fred Schwartz, Jr.

The various committees rendered reports which are herewith added.

EXECUTIVE COMMITTEE

The first meeting of this committee was held on July 13, 1916, when the question of taking care of city employees in the military service by payment of their salaries, less the amount received from the Government, and the matter of substitute employees was taken up. Mr. Gaffney stated that he had had a conference with the mayor on the subject, and that the mayor had notified his directors to prepare a roster of city employees in the service to approximate the amount that should be set aside for their payment, and to use this for making an appropriation. The following were passed by Councils relative to the payments to be made to those entering the service as well as to substitute employees:

AN ORDINANCE

Granting leave of absence to city, county and other employees paid on warrant from the city treasury while on military service in the National Guard of

Pennsylvania or in the service of the United States Government; providing for the appointment and payment of temporary appointees to fill such vacancies.

SECT. 1. *The Select and Common Councils of the City of Philadelphia do ordain,* That leave of absence with pay shall be granted to any employee paid by warrant of the city and county of Philadelphia, who makes application therefor, for the purpose of military service in the National Guard of Pennsylvania or in the service of the United States Government.

SECT. 2. That the vacancy created by the absence of any employee on such military service shall exist only until such time as said employee shall return from said military service. Such vacancy may be filled by temporary appointment thereto, and such temporary employee shall be paid at the same rate of compensation as was paid to the employee to whose position he was temporarily appointed.

SECT. 3. The term "leave of absence with pay" as mentioned in Sect. 1 of this ordinance is hereby defined as the difference between the salary or wages of said employees and the salary or wages paid them in the service of the state or nation (where the same is less than paid by the city), and warrants for such amounts shall be turned over to such persons as shall be designated by them.

Approved the 30th day of June, A. D. 1916.

THOMAS B. SMITH,
Mayor of Philadelphia.

By resolution of July 26, 1916, an appropriation was made and approved by the Mayor.

An ordinance later approved July 26, 1916, amended the Ordinance of June 30, 1916, and provided that employees of the city, entitled to "leave of absence with pay" must have been "employed at least three months continuously."

The committee met frequently during the period of trouble on the Mexican border and all matters referred to it were given prompt attention.

WELCOMING TROOPS RETURNING FROM THE BORDER

With the return of the troops, authority was given the committee to arrange suitably for their reception and entertainment.

The receptions and banquets to the 1st and 3d Regiments returning from the border of Mexico on October 9 and 10, 1916, respectively, were held in Convention Hall, Broad Street and Allegheny Avenue; accommodations being made upon the stage for some 6,000 relatives and friends of the men.

A program of one of these receptions is printed for future reference and guidance.

CONVENTION HALL, PHILADELPHIA

Reception to the 3d Regiment, N. G. P., Tuesday, October 10, 1916.

PRAYER OF THANKSGIVING.....Rev. THOMAS W. DAVIS, Chaplain, 3d Regiment, N. G. P.

INTRODUCTION OF THE MAYOR...Mr. ISAAC D. HETZEL.

ADDRESS OF WELCOME.....Hon. THOMAS B. SMITH, Mayor of Philadelphia.

ADDRESS.....Colonel GEORGE E. KEMP, Commanding, 3d Regiment, N. G. P.

GREETINGS FROM GOV. BRUM-

BAUGH.....(Read by Mayor Smith.)

PRESENTATION OF BOUQUET TO
CAPT. DERR, CO. C., FROM
HIS FELLOW-OFFICERS OF THE
23D POLICE DISTRICT. Hon. Joseph S. MacLaughlin, Director of Supplies.
ADDRESS. General William G. Price.
MESS CALL

The following was the menu furnished at these banquets: ice cream and cake being served to the friends of the men: Oyster Cocktails, Celery, Olives, Gherkins, Stewed Snapper, Vienna Rolls, Sweetbread Cutlets, Punch, Broiled Half Spring Chicken, Glacèd Sweet Potatoes, Peas, Harlequin Ice Cream, Fancy Cakes, Coffee, Cigars, Cigarettes, White Rock, Ginger Ale, Apollinaris.

ADDITIONAL RECEPTIONS AND PARADE

On the return of Company B, 1st Pennsylvania Engineers, a reception and banquet was tendered them at the State Fencibles Armory on Saturday, November 1, 1916. In the absence of the Mayor, Joseph S. MacLaughlin, Esq., Director of the Department of Supplies, officially welcomed the engineers to Philadelphia.

A reception and banquet to the 2d Regiment was held on February 12, 1917, in the 2d Regiment Armory, Broad Street above Diamond. The banquet was preceded by a parade of the regiment in full army equipment, this being the first time that Philadelphians had an opportunity of viewing it as an artillery regiment.

In connection with this parade, the committee was called upon to furnish 300 horses and mules. These were secured with the cooperation of Messrs. John Wanamaker, Edwin H. Vare, James Mullen, James Irvin, T. L. Flannigan, Howard E. Ruch, Frank Curran, McMahon Brothers, S. A. McClay, the United Gas Improvement Company, R. & A. J. Peoples, and the Penn Reduction Company.

The horses and mules were delivered at 13th and Callowhill streets on the morning of the parade, February 12, 1917, to Captain Geisel, of the 2d Regiment.

Every detail incident to the parade and reception, such as printing of invitations, menu, police arrangements, souvenirs, etc., was completed prior to the arrival of the soldiers, and nothing occurred to mar what was conceded to be a gala event.

The committee received a telegram from Major Charles W. Edmunds, commanding the 1st Squadron, Pennsylvania Cavalry, comprising the 1st City Troop, 2d City Troop, Troops A and G, stating that the squadron did not desire any reception or entertainment upon their return from the Mexican border, as they wished to return to their homes immediately upon their arrival in Philadelphia.

The approximate number of soldiers who were accommodated and fed at these various banquets was about 1,000.

WORLD WAR

Beginning with the mobilization of troops for the World War, the executive committee was constantly called upon to dispose of various subjects which were referred to them by the general and sub-committees.

Hon. Norris S. Barratt, President Judge of Court of Common Pleas No. 2, called the attention of the committee to the fact that the men in the 315th Infantry, an all-Philadelphia regiment at Camp Meade, were without gloves and other necessary woolen clothing. The committee visited Camp Meade and learned that many

Philadelphians were in the 314th and 315th Infantries; 312th Field Artillery and 304th Engineers. The officers of these regiments stated to the committee that the men were in need of woolen clothing, such as sweaters, gloves, helmets, wristlets and stockings. Immediately after the visit of the committee to Camp Meade bids were received and contracts made for the articles mentioned, and as soon as the same were delivered to the committee, they were sent by special messengers to the men at Camp Meade. Many other soldiers who made application for these articles were also supplied.

The winter of 1917-1918 was the most severe in twenty-five years, and sweaters, helmets, socks, wristlets, etc., were given away at various camps to the Philadelphia men. Many pairs of woolen stockings were donated to the committee by the Home Defense Committee for distribution, and woolen wristlets in vast numbers were knitted by the ladies of a church in Bridesburg of which Rev. August Piscator, 3391 Frankford Avenue, is the pastor.

Major E. St. John Greble, commander of the 108th Field Artillery (formerly the 2d Pennsylvania Artillery) appeared before the committee in March, 1918, and requested the purchase of a machine designed for bathing purposes for the use of the men in the 108th Field Artillery, stating that such a machine was especially adapted for this purpose and for sterilizing the clothing of the men, and was necessary to prevent an epidemic of vermin, and that such a machine would cost about \$9,000. The committee immediately took up the question and unanimously agreed that purchase should be made and an order was given to the Exshaw Company of Bordeaux, France, to build one. It was later delivered to Major Greble in France, and the committee received many letters of thanks for their kindly act in this respect. After the war was over this machine was sold in France for \$1,724.14, and the money used by the 108th Field Artillery to defray expenses incurred prior to their departure overseas.

On July 17, 1918, the members of the executive committee and a committee appointed by the Mayor received Lieutenant Clarke, five aviators and observers who flew from Mineola, N. Y., to Philadelphia in battle planes, landing at Belmont Plateau. A luncheon was given at the Bellevue-Stratford, their stay being limited, but all the men enjoyed the welcome very much.

John Ashhurst, librarian of the Free Library of Philadelphia, urged the committee to appropriate the sum of \$500 to defray the expenses incident to furnishing books, magazines and other reading matter to the soldiers at training camps, cantonments, etc., stating that the citizens of Philadelphia had, in answer to their appeal, sent tons of reading matter for transmission to the men, and that considerable expense was necessary in the selecting, sorting, pasting, etc., of all this material incident to its being forwarded. The committee, recognizing the worthiness of the request, acquiesced. Four tons of this matter was sent to the Navy Yard and almost two tons distributed among the soldiers on the troop trains passing through the city.

RECEPTION TO THE 28TH DIVISION

The joyous news of the signing of the Armistice in November, 1918, was fittingly received, but when the report came that the 28th (Iron) Division was headed homeward, Philadelphians felt a deep, personal thrill. This division, composed largely of Philadelphia men formerly of the 1st Infantry Brigade, N. G. P., bore, as

its divisional insignia, the red Keystone. It was, indeed, a City and State unit and the news of its return struck a responsive chord in the heart of every citizen of the Commonwealth.

The story of the parade of the division, and the general entertainment provided for the men, will be found elsewhere.

RECEPTION PLANS FOR THE 79TH DIVISION

When word was received that this division was about to return home, a city-wide demand was made that it, also, be paraded again. The War Department was communicated with and expressed entire willingness to accede to the request of the relatives and friends, but the long drawn out release of the units from France and the intense heat in Philadelphia at the time that the distinctively local men were at Camp Dix, combined to make a parade physically impossible. The welcome accorded to General Kuhn and his men is described elsewhere.

Subsequent to the return of the two divisions, the Welcome Home Committee continued to function in arranging for the reception of other units.

RECEPTION TO GENERAL PERSHING

On September 12, 1919, General John J. Pershing, commander-in-chief of the American Expeditionary Forces, arrived in Philadelphia and was tendered a magnificent reception by the citizens of Philadelphia. The general was met at



General Pershing, with Governor Sproul and Mayor Smith, escorted by the "City Troop."

North Philadelphia Station by the Hon. William C. Sproul, Governor of Pennsylvania; the Hon. Thomas B. Smith, Mayor; a committee of representative citizens, the executive committee, and an honorary guard of Distinguished Service men, whom the general especially recognized. General Pershing, his staff, and the members of the committees then proceeded to Independence Hall, where in the Declaration Chamber, the Mayor presented to General Pershing, with the love of the people, a little golden reproduction of the world-loved Liberty Bell. In his response to the address of presentation, General Pershing said: "It fills me with deepest emotions to be on this sacred spot and it seems especially fitting that, upon the conclusion of the war which was fought for the sacred principles declared to the world by the signers of the Declaration of Independence, we should be here. I feel that I should say a word as to the splendid part taken in this battle for civilization by the city of Philadelphia and by the state of Pennsylvania. You have given of your soldierly, young manhood in large numbers; they have carried forward to the battlefields of France the patriotism that they learned in this Cradle of Liberty; they have done a service not only to your state and your city, but a service to the world. We are all proud of them, and I, as their commander, desire especially to convey to you this appreciation. I am very grateful, for your thought of me in this connection and thank you from the bottom of my heart for this precious gift, which I accept as a present not only to me, but to the men of the American Expeditionary Force, whom I had the honor to command, and it is to them that I give the credit. I thank you, sir."

After the exercises in the Declaration Chamber, General Pershing and his party took their places on the stand, erected at the south entrance of Independence Hall. He was greeted by thousands of Philadelphians and responded to their welcome in a brief speech.

General Pershing then planted a tree to the east of the hall, the Emergency Aid of Pennsylvania and the Emergency Aid Aides, assisting.

RECEPTION TO CARDINAL MERCIER

On September 26, 1919, a public reception was tendered Desideratus, Cardinal Mercier, Archbishop of Malines and Primate of Belgium. A luncheon was served at the Bellevue-Stratford to Cardinal Mercier and his suite, at which addresses were made by Rabbi Joseph Krauskopf, Archbishop Dougherty, Bishop Rhinelander and Cardinal Mercier. The Cardinal remained in Philadelphia for several days and during his stay was accompanied by a special committee to numerous institutions, where individual receptions were given.

RECEPTION TO THE KING AND QUEEN OF THE BELGIANS

King Albert and Queen Elizabeth of Belgium, accompanied by the Duke of Brabant, arrived in Philadelphia on October 27, 1919, and were given an official reception at Independence Hall. Their Majesties were obliged to leave at 6 P.M., but following the visit to Independence Hall, the King christened a boat at Hog Island, and was taken through the Baldwin Locomotive Works at Eddystone through the courtesy of Mr. Samuel Vauclain, a member of the Citizens' Committee. Queen Elizabeth was entertained at the headquarters of the Belgian Relief Committee of the Emergency Aid and at Bryn Mawr College.

SUB-COMMITTEE ON SUSTENANCE AND RELIEF

In 1916, immediately after the National Guard regiments were assembled by the War Department for service on the Mexican border, this committee's attention was called to several cases of destitution, caused by reason of the main support of a family being sent to the Mexican border and his income from civil life cut off.

Applications for aid were made to members of the committee personally, through the Police Department and other public officials and to various charitable organizations, who in turn forwarded them to your committee.

The sergeant-at-arms of the committee was given charge of this branch of the work and authorized to investigate each application and make such payments as the circumstances warranted. The committee agreed that no publicity should be given about those seeking assistance and that all applications for aid be considered in executive session. In carrying on its work the committee had the hearty cooperation of the Citizens' Soldiers' Aid Committee, which prevented duplication of payments to those seeking financial assistance.

The first payment was made on June 27, 1916, and payments continued weekly to March 2, 1917. During that period the maximum number of applications favorably acted upon was fifty-nine, and the total amount expended was \$1,925.30.

The work of the committee during the Mexican border trouble had just been completed when Congress declared war upon Germany and other European countries. Upon the declaration of war the Philadelphia regiments were again called into service and immediate requests made upon the committee for financial assistance.

The committee instructed the sergeant-at-arms to take charge and resume his former work of investigation. The first payments were made on April 13, 1917, to eighteen families and amounted to \$105.

In June, 1917, the draft law was passed and in September of that year the first draft made, followed at short intervals by others, which automatically sent thousands of our young men to various camps, and later overseas. As the drafts were made the number of applications for assistance jumped in leaps and bounds and the payments made by the committee increased correspondingly.

Payments were continued weekly to December 23, 1917, on which date \$2,932.39 was paid to 117 families.

The payments due December 23, 1917 and 1918, being after Christmas, it was decided by the committee to make payments of the same prior to the 25th, so that families of the soldiers might enjoy the festive season.

The committee then decided to make payments semi-monthly and on January 11, 1918, \$6,503.61 was paid to a total of 512 families. Semi-monthly payments continued and the number of families on the roll increased to 1,035 on November 29, 1918, with a total payment of \$12,961.10 for that period, and it is estimated that at least 5,000 dependents benefited thereby.

Preceding the above date (November 29, 1918), the armistice was signed, and the number of applications materially decreased, owing to discharges from service, etc. The committee continued making payments until November 11, 1919, when they were discontinued, and the total amount expended from April 13, 1917, to above date was \$416,855.17.

In the early period of the work of the committee applications were received so rapidly that it was necessary to employ two skilled investigators as assistants

to the sergeant-at-arms, and not a single application was neglected. Every case was thoroughly investigated in a confidential way and considered on its merits.

Before making payments to applicants, the committee verified, through the local draft boards and the War and Navy Departments, the fact that the soldier named in the application was in the service. In a number of cases, however, circumstances were such that it was necessary to grant immediate relief and later verify the service record of the man, but every case so assisted was found bona fide.

From April, 1917, the office of the committee was open for those seeking financial assistance—many times such applications being made at night. Hundreds were given advice on subjects of all kinds, viz: locating a relative in service; securing delayed allotments; adjusting controversies between landlords, agents and tenants; instalment accounts and gaining admission to hospitals for those who were ill.

Over 3,000 applications for aid were received and the committee worked in harmony with the following organizations to prevent duplication of assistance and fraud:

American Red Cross (Home Relief Division); The Jewish Welfare Board; The Mayor's Personal Service Bureau; Local Draft Boards; The Police Department; The Home Defense Reserves.

Delayed government allotments caused considerable hardship to the families of those in the service. These delays were, no doubt, due to the fact that men were constantly being transferred from one branch of the service to another; from camp to camp, or sent overseas, but Dr. Carl Kelsey, the allotment officer at Philadelphia, cheerfully aided the committee in adjusting all such matters.

By reason of the delay in receiving these allotments, many of the dependents receiving aid from the committee, were unable promptly to pay their rent, so that landlords and agents, not knowing the circumstances, placed the collection of rents in the hands of constables. Immediately upon receipt of notices the dependents would rush to the office of the committee, complaining of the prospective eviction. Not less than two hundred cases of this nature were cared for, and through the kindness of the Philadelphia Constables' Association no evictions were made.

Henry M. Stevenson, Esq., offered his legal services free to families of soldiers and sailors, and the committee was indebted to him for preventing the eviction of many dependents.

In numerous cases arrangements were made with hospitals for care of a wife, mother or children of men in the service who were unable, through lack of funds, to secure medical treatment, or who were too ill to remain at home. To those who could remain at their home, but were unable to pay for medical attention, the committee procured the services of the district doctor free.

Many cases were brought to the attention of the committee where an order had been made upon a delinquent husband by the Municipal Court. In accordance with the Allotment Act these orders had precedence over other claims, and with the cooperation of the Municipal Court the committee were able to have the orders complied with.

Several cases were reported to the committee where the man in service was killed and the question came up as to how long the committee should carry his dependents upon the committee's list. After careful consideration it was finally

agreed to continue payments to such dependents until they received their first payment from the War Risk Insurance.

In the beginning the committee was greatly concerned as to the manner of making payments to the dependents, but through an agreement with the City Controller a warrant was drawn for a lump sum semi-monthly and vouchers later filed with his office covering the amount paid to each individual.

All payments were made by check which numbered upwards of 1,000 semi-monthly, and officials of the Continental-Equitable Trust Company, through which the checks were paid, were extremely courteous, and rendered a real service.

The committee feels that its work was deeply appreciated by those who received financial assistance and that the taxpayers' money was judiciously expended.

SUB-COMMITTEE ON CAMPS AND QUARTERS

Shortly after the United States declared war on Germany a number of soldiers arrived in Philadelphia unannounced, and as no accommodations had been made for them, they were obliged to sleep in one of the city parks in the southern section of the city. This information was received by the committee and the matter promptly taken up by the Mayor and the secretary of the committee.

The first motor truck company remaining over night in Philadelphia was on January 31, 1918, and was housed at the State Fencibles Armory. Supper and breakfast were furnished to the men and every comfort given them.

As the armory was being used for military purposes, it became necessary to arrange other quarters in which to billet the men remaining over night. After giving this problem considerable thought it was decided that the rooms and corridors of Councils (fourth floor, City Hall) were the most available in which to house the companies, owing to the central location. Arrangements were immediately entered into with the Police Department to furnish cots and pillows; new sheets, towels and soap were purchased, and shower baths installed.

The following procedure was carried out in preparing for the comfort and convenience of those billeted: Upon receipt of information that a motor truck company would arrive and remain over night in Philadelphia, notice was given the office of the superintendent of police, requesting that a motorcycle detail escort the train to the city's center. The trucks were parked on the Parkway or plaza of City Hall, and many times from 150 to 200 trucks were on City Hall Plaza, Broad Street and the Parkway. The doors at the northeast corner of City Hall were open at all times during the night and the elevators kept running continuously. City Hall guards were stationed on the fourth floor and at the entrances, to prevent outsiders from disturbing the men; cots were erected and soap and towels placed in the wash rooms and shower baths. The corridors were lighted, stationery and stamps placed in the writing room set apart for use of the men; free telephone service was given and everything done to make the men feel "at home."

A kitchen was equipped on the fifth floor of City Hall where mess was served to companies. In the event of a company being without rations, or in emergencies, the men were fed at nearby restaurants at an average price of sixty cents per meal. This occurred frequently and many times late at night.

When a large contingent arrived, too many to accommodate in the kitchen on the fifth floor of City Hall, field kitchens were erected on the plot of ground on

Filbert Street, between Broad and 15th streets, leased by the Pennsylvania State Construction Company, which showed a patriotic spirit by permitting the use of this ground and furnishing the necessary wood for the fires.

As soon as a company arrived either at City Hall, at the Studebaker Building, or at 18th and Race streets, a representative of the committee was on hand and immediately got in touch with the officer in charge and procured for them oil, gasoline or rations, and telephoned the Fire Bureau, during the winter months, to have a fireman with hose put water in the radiators of the cars, which were emptied immediately upon arrival to prevent freezing.

The officers were entertained at one of the hotels or clubs, and it was said by many of these men, that nowhere else in the country were the men treated with such kindness and consideration as they were in Philadelphia.

Quite frequently men arriving required medical attention which was immediately rendered. Late in 1918, an order was received from the government that all such cases be referred to Major Pollard, who thereafter had general supervision and gave medical attention to all ill or injured men.

A medical officer from the War Department was sent to Philadelphia to inspect the quarters used by the soldiers. He was given all information asked for, and when he saw that each man was provided with individual towel, soap, comb and brush, and that the cots were arranged so as to leave nearly two feet of space between, he was most agreeably surprised, and informed the committee that the sanitary arrangements and surroundings were excellent and in keeping with the stringent rules of the government.

On June 1, 1918, and continuing for about a week, the Emergency Fleet Corporation moved their headquarters from Washington to Philadelphia by motor trucks. This gigantic task was performed by the Motor Transport Corps, their trucks leaving Washington and arriving in Philadelphia without a stop, the trip being made in about twenty hours. Immediately upon unloading the trucks at 140 North Broad Street, the men came to City Hall carrying their heavy laden packs into the corridors and dropping exhausted upon the cots arranged for them.

Motor truck companies were housed in City Hall corridors until the influenza epidemic of October, 1918, when Director Wilmer Krusen, of the Department of Public Health and Charities, directed that no soldiers be billeted in City Hall during this terrible epidemic, and suggested that a building be commandeered for the purpose of accommodating motor truck companies. Immediately the new building at the northwest corner of Broad and Brown streets, known as the Studebaker Building was taken over and within twenty-four hours it was fully equipped and ready for occupation. The lessor of the building desired a two years' lease at a rental approximating \$45,000 per year. This seemed excessive and a search for other quarters was begun. The committee occupied the Studebaker Building for about a month at a cost of \$4,500.

The four-story property at the northeast corner of 18th and Race streets had been condemned by the city for parkway purposes, and after looking at many other buildings, this property seemed to be the most desirable, as it was near to City Hall, faced the Parkway, on which the motor trucks could be parked, and would not cost the city a penny for rental. It was in a dilapidated condition when inspected by the committee, but within two weeks was transformed into thoroughly comfortable quarters for approximately 350 men.

During all the time the committee looked after the housing of these men, it was ably assisted by the canteen service of the American Red Cross, of which Mrs. George W. Childs Drexel was chairman, by Mrs. Harry Michell and Mrs. Zulick, and by Mrs. Rhodes, of the Motor Messengers' service, and her associates.

Upon the signing of the armistice and demobilization many soldiers en route to their homes in various sections of the country stopped here, and being without funds, were cared for by the committee. This problem became so acute that at a meeting of the committee held on November 27, 1918, a communication was received from the American Red Cross requesting permission to send demobilized men to the quarters at 18th and Race streets.

The committee decided that to comply with this request would interfere with the activities of the committee in housing the personnel of motor truck trains by overcrowding or disorder, as these individual men would not be under the command of an officer. In order to cooperate with the Red Cross in taking care of these men negotiations were entered into with the University of Pennsylvania for the use of a building owned by it at 1721 Arch Street. The Trustees of the University tendered the use of this building free of rent in lieu of the committee making all improvements. The committee had the house remodeled, and a boiler costing \$1,000 was installed, as well as shower baths, new beds, mattresses, pillows and individual lockers.

The Director of the Department of Public Safety detailed three patrolmen (eight hour shifts) to police the building, and the committee employed two janitors, one for day and the other at night, as the building was always open. Cards of admission were obtained from the American Red Cross, on which was the name and address of the soldier seeking lodging, and this rule was strictly observed to prevent promiscuous itinerants gaining admission, which would detract from the worthy purpose for which the quarters were being used. There were 12,661 sent to 1721 Arch Street who made use of the accommodations provided. The total number of men billeted at City Hall, the Studebaker Building and at 18th and Race streets, amounted to 20,000. In other words, the committee provided for about 33,000.

SUB-COMMITTEE ON HOSPITALS

The subcommittee on hospitals, immediately after its appointment, received applications for medical attention from the dependents of those in the service. The hospitals in Philadelphia cheerfully complied with every request for the admission or treatment of those afflicted.

The district medical inspectors and police surgeons were frequently called upon at all hours to visit homes of those who were ill and unable to pay for medical attention.

Particular attention is called to the number of cases admitted to the Rush Hospital, mainly through the kindly influence of the secretary of the committee, Charles B. Hall. Many of those admitted to this hospital were in the last stages of tuberculosis and every comfort and attention was given them during their illness. Several were greatly improved during their stay and were then sent to the convalescent or outdoor hospital at Malvern and discharged when permanent improvement was shown.

Preparatory to the campaign for the Liberty Loan in the latter part of 1918,

a number of soldiers wounded overseas were brought from Camp Dix to Philadelphia to aid in floating the Loan, and were quartered in City Hall. About this time the epidemic of influenza struck Philadelphia, and several of these men succumbed.

Sergeant Blake, in charge of these wounded soldiers, was taken ill, and after considerable trouble to have him placed in a hospital, Mother Ines, of the Misericordia Hospital, made room for him and he was admitted. Everything was done to save his life, but without success.

Preparations were in progress for the opening of the Philopatrian Institute as an emergency hospital, and when it was found that sixteen of the soldiers quartered in City Hall were suffering from the "flu," a hurried consultation was held by the chairman of the committee, Mr. Hetzell, Doctors John M. Fisher and Henry A. Streeker, and the Sisters of St. Joseph, and the institute immediately transformed into Emergency Hospital No. 3, where these sixteen men were taken.

SUB-COMMITTEE ON BURIALS

This subcommittee on burials took charge of a number of requests for assistance in the burial of soldiers or for their immediate next of kin.

In all cases of death, where financial assistance was requested and given, the committee kept the fact from the general public so that the families of the deceased would not be branded as recipients of charity. Proper vouchers and bills were filed in the office of the City Controller covering the expenses.

When a soldier was buried, the funeral was military in character, and through the courtesy of the commanding officers at the various military and naval depots in Philadelphia, firing squads and bugle corps were furnished whenever requested.

No words can express the appreciation shown by the families of the deceased for the service rendered by the committee to those who had lost their loved ones, and while the number of applications was but small in comparison to the thousands who entered the service, the committee fulfilled, in every detail, the object of its appointment.

The committee gave personal attention to the shipment to their homes of the bodies of several soldiers who died during the influenza epidemic and helped to defray the expenses in all such cases.

EARLY PREPAREDNESS MEASURES

THE STUDENT MILITARY TRAINING CAMPS

KNOWN AS THE "PLATTSBURG" CAMPS



THESE camps, which proved to be so efficient an element in preparedness for national defense, were initiated by a letter addressed under date of May 10, 1913, by Major-General Leonard Wood, then chief of staff, United States Army, to the university and college presidents of the country, stating that the Secretary of War had decided to hold two experimental military camps of instruction for students of educational institutions, during the then coming summer vacation period, and that if these camps should prove to be a success, the intention was to hold them annually in each of the four military sections or divisions of the country.

Camps were established that summer at Gettysburg, Pa., and at the Presidio of Monterey, Cal. One hundred and fifty-nine students attended the Gettysburg camp from sixty-one institutions located in different parts of the country. Of these, twenty-five were from Pennsylvania, and of the twenty-five six were from Philadelphia, all from the University of Pennsylvania. The attend-



President Henry S. Drinker, Major General Leonard Wood and officers, at Plattsburg, 1916.

ance from the State of Pennsylvania was distributed as follows: High School, Hanover, 1; Lafayette College, Easton, 1; Lehigh University, Bethlehem, 3; Pennsylvania College, Gettysburg, 2; Pennsylvania Military College, Chester, 1; Pennsylvania State College, 2; Philadelphia Trades School, 1; University of Pennsylvania, 6; Washington and Jefferson College, 3; a total of twenty-five.

Sixty-three students attended the Monterey Camp, from twenty-nine institutions. Of these none were from Pennsylvania.

These first camps in the summer of 1913 were succeeded in the summer of 1914 by similar camps at Burlington, Vt., Asheville, N. C., Ludington, Mich., and Monterey, Cal., with a total attendance of 667, of whom thirty-four were from Pennsylvania and nine from Philadelphia.

In 1915 a movement to establish similar summer military training camps for business and professional men materialized. Camps for students were held with an attendance of 615 at Plattsburg, N. Y., 212 at the Presidio of San Francisco, Cal., 95 at American Lake, State of Washington, and 144 at Ludington, Mich. Camps for business men were held with attendance of 1,189 at the first camp and 564 at the second camp at Plattsburg, N. Y., and of 72 at San Francisco. At Fort Sheridan, Ill., a camp composed of both students and business men was held, numbering in all 515, the total for 1915 in all camps summing up to 3,406.

In 1916 camps for students were held with attendance of 3,316 at Plattsburg; 1,166 at Fort Terry, New York (for boys), and 125 at American Lake; for business men, at Plattsburg, with attendance of 1,387 at the first camp and 3,281 at the second. Following these, camps composed of both students and business men were held at Plattsburg, attendance at the first camp being 3,214 and at the second 1,000; also at Fort Oglethorpe, Georgia, first camp 335, second camp 221; at Monterey, California, 1,094; at Fort Douglas, Utah, 579, and at Fort Sam Houston, Texas, 421—a total attendance at all camps for 1916 of 16,639. The total attendance in the four years at all camps from the military departments of the country was as follows:

Eastern Department, 16,917; Western Department, 2,325; Central Department, 771; Southern Department, 421. Total, 20,434.

The exact number of Pennsylvanians and of Philadelphians attending the summer camps of 1915 and 1916 is not available.

The students attending the Gettysburg Camp in 1913, at a meeting held one evening at Hummelstown on their hike to the practice range at Mount Gretna, organized the Society of the National Reserve Corps of the United States, and elected as president of the corps Henry S. Drinker, president of Lehigh University, Pa. Following the close of the camp, President Drinker and General Wood after conference, sent out letters to presidents of institutions who had shown active interest in the establishment of the camps, suggesting the formation of an advisory committee of university and college presidents on the camps, and such a committee was formed in the autumn of 1913, composed of John G. Hibben, Princeton, Chairman of the Committee; A. Lawrence Lowell, Harvard; Arthur T. Hadley, Yale; John H. Finley, College of the City of New York (later Commissioner of Education, New York State); H. B. Hutchins, University of Michigan (now retired); George H. Denny, University of Alabama; E. W. Nichols, Superintendent Virginia Military Institute; B. I. Wheeler, University of California (now retired); Henry S. Drinker, Lehigh University, Pa., Secretary of the Committee.

President Hibben and President Drinker have continued to hold the office of chairman and secretary of the committee to the present time, 1920. Superintendent Nichols retired from membership in the committee in the autumn of 1916, and the committee since its formation in 1913 has been enlarged by the addition, as members, of the following: President M. L. Burton, University of Michigan; President J. Livingston Farrand, University of Colorado; President H. A. Garfield, Williams College; President A. C. Humphreys, Stevens Institute of Technology; President E. J. James, University of Illinois (now retired and succeeded by President David Kinley); Chancellor J. H. Kirkland, Vanderbilt University; President J. G. Schurman, Cornell University; Rt. Rev. Thos. J. Shahan, Rector, Catholic University of America; President Henry Suzzalo, University of the State of Washington; President W. O. Thompson, Ohio State University.

The men attending the first business men's camps in 1915 formed organizations for promoting the training camps movement, and in January, 1916, at a joint meeting held in New York City the students and business men's organizations consolidated, forming the present Military Training Camps Association of the United States, and elected Henry S. Drinker, president of Lehigh University, Pa., chairman of the governing committee. This association was reorganized in May, 1920, the new constitution providing for a president, a vice-president from each continental military department of the United States, a secretary and treasurer and governing committee. Dr. Drinker, expressing a wish to retire from active executive duty, was elected honorary president, and Grenville Clark, of New York, who had been the active genius in the organization of the business men's camps in 1915, was elected president, and Captain Arthur F. Cosby was reelected executive secretary with offices at 19 West 13d Street, New York City.

The association in November, 1916, adopted the following resolution:

"Resolved, That the object and policy of this association is to bring about a system of universal obligatory military training and service for the young men of the United States, under exclusive federal control, and that this purpose be publicly announced and followed as the policy of the association."

On the entering of the United States into the World War, in the spring of 1917, the Military Training Camps Association at once tendered to the government the service of its entire organization and offices throughout the country to aid in the enrolment of officers for war service. It is estimated that the graduates of the training camps of 1913, 1914, 1915 and 1916 furnished about 16,000 much needed officers for active service in the World War. The officers' camps established in 1917 by the Government at Plattsburg, Niagara Falls and other points in that year took the place of the training camps held in the summers of 1913, 1914, 1915 and 1916, and following the close of the war, the Government has substituted the summer training camps for students enrolled in the R. O. T. C. (Reserve Officers' Training Corps) for those of previous years. Today, 1920, units of the R. O. T. C. are established in many of the universities and colleges of the United States, directed by army officers detailed by the War Department for this especial service, and it is a notable fact that this is the only efficient, practical military preparedness movement (outside of the National Guards organizations in the different States) in existence, and it is a direct result and outgrowth of the movement initiated by General Wood in 1913, and which had its main start at Gettysburg in Pennsylvania.

THE PHILADELPHIA MILITARY TRAINING CORPS*

The Philadelphia Military Training Corps had its inception in the summer of 1915, when it came into existence through the untiring energy of Major A. J. Drexel Biddle.

The late President Roosevelt was an enthusiastic supporter of Major Biddle's plan for military training, and Judge J. Willis Martin was a most active worker in developing the Corps.

It is interesting to note in passing that the Philadelphia Military Training Corps movement was preceded by the definite preliminary work of the Drexel Biddle Bible Classes. Major General Leonard Wood addressed a meeting of the classes, and, by courtesy of the War Department, a non-commissioned officer took charge of the instruction and drills.

On October 1, 1915, Major Biddle established an encampment at Lansdowne, Pa., which he placed under command of Colonel J. Campbell Gilmore. Through the cordial cooperation of Major General George Barnett, Commandant of the United States Marine Corps, non-commissioned officers of the United States Marine Corps were detailed as instructors. Sixteen students joined the camp.



Courtesy of Frank W. Buhler, Stanley Co. of America.

The first of the 400 Companies.

The support of a number of prominent citizens of Philadelphia, who convened at a meeting in the home of Alexander Van Rensselaer, made it possible to pay for the maintenance of 150 men at this first camp.

After the close of the camp the recruits formed a military organization, known as the Drexel Biddle Military Training Corps, and various societies and business firms formed military bodies in association therewith. These groups became known as the Drexel Biddle Citizens' Army, and were drilled during the winter season at the various drill halls through the kindness of Major Logan Feland, U. S. M. C. (now Brigadier General, who was in command of one of the marine regiments on the battle front), and under his direction officers and non-commissioned officers of the United States Marine Corps volunteered their services as instructors in the Officers' School, which was established for higher training and at the drills.

Thirty-two hundred (3,200) men had become well instructed in the Citizens' Army when, in April, 1916, A. J. Drexel Biddle opened the campaign for preparedness in Philadelphia. During the progress of this campaign the Citizens' Army grew to many thousands and, under the chairmanship of William R. Nicholson, the campaign met with success.

*Summarized by the Secretary of the Philadelphia War History Committee.

Mrs. George W. Childs Drexel was Chairman of the Women's Division, while Mrs. Charles W. Urquhart was Acting Chairman. Although Mrs. A. J. Drexel Biddle was not an officer of the Division, her quiet and effective work and generous contributions aided materially in its success.

During the progress of the campaign a parade of the Drexel Biddle Citizens' Army was held in Broad Street, culminating with a mass meeting at the Metropolitan Opera House, which was addressed by the Governor of Massachusetts, the Mayor of Boston and Major Biddle. The Hon. George S. Graham was Chairman of this meeting.

Following the campaign a corporation was formed to continue the work, and William R. Nicholson became President and Major Biddle Vice-President and Treasurer.

A deep debt of gratitude is owed to the patriotism of the several thousand citizens of Philadelphia who generously contributed their time and means to the cause of the Corps.

During the spring and summer of 1916, 12,000 men were enrolled in the Drexel Biddle Citizens' Army. As a result of this preliminary work and the organization of the Philadelphia Military Training Corps a bill was introduced in Congress by Representative Butler, authorizing the sum of \$31,000 to be used by the Marine Corps in the establishment of a camp for the training of citizen soldiers.

Through the continued patriotic leadership and help of Major General George Barnett, and by his authority, General Feland, U. S. M. C. (then Major), assumed command of Camp Drexel, so named in recognition of the patriotic service and untiring devotion to her country of Mrs. George W. Childs Drexel.

The camp was opened at Lansdowne, Pa., during July and August, 1916. Previous to the opening of the camp several hundred men who had received instruction entered the various branches of the service, including the National Guard of Pennsylvania, the Army, the Navy and United States Marine Corps. At the end of the camp 179 men signed to enter the new branch of the service recently authorized by act of Congress, known as the Marine Corps Reserves.

At the outbreak of trouble with Mexico more than 100 of the men joined the National Guard. The Philadelphia Military Training Corps was signally honored by the city of Philadelphia, by being chosen as escort to the National Guard on the return of two of its regiments from the Mexican border.

Besides the work at the camp, Major Biddle drilled the employes of a large number of banks, trust companies and commercial houses in Philadelphia. The Land Title & Trust Company, of which Colonel Nicholson is President, furnished more men to the government than any other bank or trust company in Pennsylvania. Several particularly large groups of men who regularly drilled were the employes of the Pennsylvania Company, Central National Bank, Girard Trust Company, Autocar Company, Packard Automobile Company and the Gomery-Schwartz Motor Car Company. William Freihofer supplied a uniformed regiment of men from his employes. The Bailey, Banks & Biddle Company furnished a fully uniformed company; Miss Natalie Sellers Barnes recruited and uniformed a body of 200 men at Bryn Mawr, most of whom later joined the service; Rev. Father William J. Lallou furnished a company of men from his church; Jacob D. Lit, Isadore Stern and Louis Gerson patriotically recruited a regiment of fully uniformed men.

When Major Biddle and General Feland were called away from Philadelphia, the late H. Frederick Wilson, Managing Director of the Drexel Biddle Bible Class movement, took command of the Military Training Corps. At Mr. Wilson's death he was succeeded as Director of the Corps by H. D. Jones, who, with Marine Gunner H. Molloy, had charge of the drills.

At Lansdowne, in Philadelphia and vicinity, some 40,000 men were drilled in the Philadelphia Military Training Corps, of which number more than 24,000 entered the Government service.

A particularly interesting fact is that several thousand of the men entered the service when most needed, namely, during the few weeks directly after war was declared and before the draft was instituted.

The Directors of the Philadelphia Military Training Corps were James M. Anders, M. D., John C. Bell, Livingston Ludlow Biddle, A. J. Drexel Biddle, Col. Quincy Adams Gillmore, George Wharton Pepper, E. A. Van Valkenburg, Richard L. Austin, Wm. H. Donner, Lee J. Eastman, William Freihofer, Jacob D. Lit, Wm. R. Nicholson, Emile G. Perrot, David B. Provan.

MILITARY TRAINING IN LOCAL SCHOOLS AND COLLEGES

An effort was made to secure a brief statement from those institutions in Philadelphia in which a Students' Army Training Corps or some other military organization was established, and reports from the following places were received:

THE UNIVERSITY OF PENNSYLVANIA: During the spring of 1917 almost two thousand men enrolled in the Voluntary Student Battalion under command of Colonel William Kelly. During the winter of 1917-18 a Reserve Officers' Training Corps was established under Major Charles T. Griffith, U. S. A., in which 900 students enrolled. In the fall of 1918 the University started a four (4) year course in Military Science for students in order that they might be fitted to receive commissions in the Army and Navy. This course, which was to include a number of carefully selected subjects from the College, Wharton, and Towne Scientific Schools, was intended to prepare students for the degree of Bachelor of Science in Military Science.

In connection with the war-time work of the University, it is interesting to note that voluntary enlistments prior to June, 1917, represented 60 per cent of the law school students and two fifths of the medical students.

The first United States Ordnance School was established at the University. In the Engineering Department there were given special courses preparing men for the signal service, radio, etc. Most of the members of the Aviation Examining Boards throughout the United States were likewise trained at the Parent Unit organized at the University Hospital, which conducted a number of special courses for nurses and nurses' aides. On July 1, 1918, an Officer Material School was established in the Engineering Building of the University under the auspices of the United States Navy, which was being conducted for enlisted men in the Navy showing special ability. Each course extended over a period of three months and was attended by a squad of 200 sailors, who were quartered in the University dormitories. In other class rooms of the Engineering Building, a School of Navigation was conducted under the supervision of John F. Lewis, Chief of Section 2 of the United States Shipping Board's Recruiting Service, and for nearly two years these rooms were heated and lighted without expense to the Government.



Induction of Students into the S. A. T. C., University of Pennsylvania, October 1, 1918.

It is thus seen that several thousand men, beside the regular University of Pennsylvania students, were being trained at the University for special branches of the United States service.

Besides this, the University organized among her sons three ambulance units, a Base Hospital, several Red Cross units, and various detached units. Its hospital set aside 250 of its beds for the special use of the Army and Navy. Many of the University laboratories were turned over to and were being used by the Government and its special experts. Various laboratories in the Engineering Building had been



Final Review of Naval Unit, University of Pennsylvania, December 7, 1918.

turned over to the United States Shipping Board, where it carried on routine work for the Department of Concrete Ship Construction of the Emergency Fleet. The various testing laboratories of the Engineering School also were being used by the United States Signal Corps Instruction Department in testing airplanes, etc.

In all departments of the University new subjects were introduced and old subjects modified so that the regular students had special opportunities to prepare for military, naval or other governmental service, or for constructive work in industries related to the war or government work. In the professional schools many such courses were offered.

A report received January 15, 1920, gives the total number of 10,000 Pennsylvania men, students, faculty and alumni, who served during the World War. Of this number 207 died, 166 were wounded and 165 were decorated.

DREXEL INSTITUTE: The induction of students in the Students' Army Training Corps Unit at Drexel Institute began on October 10, 1918. First Lieutenant James P. Lyons was detailed as Commanding Officer of the Unit on September 17, 1918. On November 26th, Second Lieutenants Jammer, Sewell, Tarbox and Brunner reported from the Students' Army Training Corps, Training Camp, Plattsburg Barracks, New York. There were 247 men enrolled in this Unit, five of whom were transferred to the Officers' Training Camp for Infantry, Camp Gordon, Georgia. The Unit was demobilized on December 13, 1918. Four of the Drexel students received second lieutenants' commissions at the Plattsburg Camp. These were: William K. Woodruff, William Adam, Jr., Edward R. Focht and Eugene T. White.

HAHNEMANN MEDICAL COLLEGE: On October 1, 1918, the Students' Army Training Corps of the Hahnemann Medical College of Philadelphia came officially into existence and on December 16th officially went out of existence. Two hundred and eighteen men were enrolled. Colonel Lockwood was the first commanding officer.

Two and a half months of Army life and training was the lot of the students; that it did them much good physically, there is no doubt; how much medicine they learned during that time is a question.

Barracks life at the First Regiment Armory gave the students something to think about for many a day. Their experiences were many and varied. How much studying they did no one will ever know, except, perhaps, the students themselves; how many pranks they played on one another and the officers they surely know; perhaps the officers do not know, and it is just as well that they do not.

Colonel Lockwood was succeeded by Captain William Henry Frazee. Captain Frazee was a strict disciplinarian, which goes with Army life, and it did not take him long to set to rights the relaxation which would naturally take place on the change of commanding officers. Captain Frazee was fond of his student body, and did everything possible to make barracks life pleasant for them. Several dances were held for the students which were followed by "cats." Captain Frazee always seemed to know where to get free music and "feed" for these occasions, which were always enjoyable and for which the Corps was always doubly thankful.

While Captain Frazee was fond of discipline, he still had a warm spot in his heart for those who were in trouble and always tempered his justice with mercy.

Colonel Lockwood and Captain Frazee were fortunate in having an able

staff of assistants, who, like the student body, at once became devoted and attached to them, and left no stone unturned to make their stay at Hahnemann a most pleasant and successful one. The staff consisted of Lieutenant Samuel J. Hughes, Personnel Officer; Lieutenant Harold A. Donegan, Adjutant, and Lieutenant M. Berkman, Quartermaster.

JEFFERSON MEDICAL COLLEGE: In the summer of 1917, immediately after the creation of the Medical Enlisted Reserve Corps by the War Department and the United States Naval Reserve Force by the Navy Department, under Presidential authorization, all students and prospective students of Jefferson Medical College were circularized and urged to join either one or the other of these organizations. During the session 1917-18, 339 of the 166 students of Jefferson College were enlisted in the Medical Enlisted Reserve Corps and thirty-one in the United States Naval Reserve Force.

Following several conferences with the War Department by Dr. Ross A. Patterson, the Dean of the College, a contract was entered into on September 16, 1918, for the establishment of the Jefferson Medical College Unit of the Students' Army Training Corps. Acting under special orders from the War Department, W. D. Canaday, Captain, Infantry, U. S. A., who had just successfully completed the organization of the Students' Army Training Corps at Williams College, Williamstown, Mass., reported at Jefferson Medical College on October 21, 1918, as commanding officer, and with five lieutenants began the organization of the Unit.

The Unit was organized with extraordinary rapidity. The medical physical examination was completed within twenty-four hours. Almost the entire medical personnel of the faculty and their assistants were organized into an examining body and a systematic examination completed in a very short time. The Jefferson Hospital Medical Advisory Board, which had been organized for some months, and



Photo by T. Gutekunst.

Bayonet Practice.

had examined several thousand referred draft board cases, acted in the capacity of an Examining Board. Induction into military service, through Draft Board No. 4, with which special arrangements had been made, was accomplished with equal facility. The details necessary to the induction of the students were expeditiously handled through correspondence and telegrams with their home boards. This was a task of some magnitude, as the home geographical distribution of the student body reached into some forty states. With the exception of two or three cases, the whole matter was very promptly handled and the induction completed on November 1, 1918, when 431 of the 462 students in the College were inducted into service, 398 into the Students' Army Training Corps, and thirty-three into the United States Naval Reserve Force. Of the 398 students in the Students' Army Training Corps, 286 were transferred from the Medical Enlisted Reserve Corps.

The majority of those not inducted into service were citizens of foreign countries and those physically unfit for military service.

The Inasmuch Mission at 1011 Locust Street, Philadelphia, was requisitioned for service as barracks. A contract for its lease from the Board of Managers was entered into; the building was rapidly emptied, cleaned and made ready for occupancy. Cots, blankets and kitchen supplies were contracted for and delivered. The students were rapidly placed in uniforms and soon received their entire equipment; and for the first time in the ninety-four years of its history, the student body of Jefferson Medical College was in the uniform of the military forces of the United States. The Recreation Board of Philadelphia placed the Starr Garden Park, 7th and Lombard streets, Philadelphia, at the disposal of the Unit to be used as a drill ground, this being within easy marching distance of the College. Permission was also received for the use of the Third Regiment Armory at Broad and Wharton streets for drill in bad weather. Military drill was a part of each day's work.

Before the barracks had been made ready for occupancy, it became evident to the students and the faculty and even to the commanding officer that any effective medical work would be ruined by putting students together in barracks under conditions entirely unsuitable for study, and in an atmosphere which would be utterly discouraging to scholarly attainment. The Dean made another trip to Washington and succeeded in getting approval of the War Department for the students of this Unit to remain in fraternity houses, of which there were eight, and in the boarding houses in which they had secured quarters before the institution of the Students' Army Training Corps. They reported for drill in the morning at six o'clock, however, and were satisfactorily messed at the Military Headquarters on Locust Street.

There was general satisfaction, relief and much rejoicing on the part of the students, faculty and instructors upon the demobilization and discharge of the members of the Students' Army Training Corps. So far as medical schools were concerned, the experiment was a failure, both from the Military and Medical standpoints. It was proved that it was quite as impossible to make both physicians and soldiers of students at the same time as it is to chase two rabbits at once. The error was a fundamental one of conception; impossible administrative difficulties were imposed by the plan upon both college and military authorities. The mistake should never be repeated. It was fortunate that the experiment lasted

only for a short time and that the discharge of the men on December 13, 1918, gave them an opportunity for the rest of the year to do effective medical work. There was no doubt in the minds of medical teachers that the plan was absolutely destructive of all effective medical work. Whether this would have become apparent to the War Department in time to have rectified the blunder is a matter, of course, of speculation.

ST. JOSEPH'S COLLEGE: The Student Army Training Corps was organized at St. Joseph's College, Philadelphia, September 26, 1918, and the students were inducted into the United States Army on October 1st.

Owing to the signing of the armistice, demobilization was ordered on November 26th and was completed on December 10th.

The prevalence of the influenza made it necessary to suspend classes from October 14th to 21st; so that in all less than eight weeks were actually employed in the normal activities of the Unit.

The primary purpose of the Student Army Training Corps, as stated by the War Department, was to utilize the executive and teaching personnel and the physical equipment of the educational institutions to assist in the training of officer candidates to meet the needs of the service.

As originally planned in August, the collegiate section was open to registrants, who were members of some authorized college, university or professional school, who were between the ages of eighteen and twenty-one, and who were physically qualified for general or limited service in the Army.

On September 5th a list of twenty-three prescribed subjects of study was drawn up by the War Department for the student soldiers—fourteen hours of class and thirty-eight hours of study a week being prescribed for their preparation. On September 13th these subjects were grouped into courses appropriate to various branches of the service, and from time to time thereafter until the day of demobilization detailed syllabi were sent from Washington, setting forth more specifically the grade and character of the instruction to be given in each line of work. To meet these recurring suggestions, many readjustments in the program prepared by the College became necessary.

The subjects from which the academic program was to be made up were the following:

War issues (prescribed for all), military law (prescribed for all), English, French, German, mathematics, physics, chemistry, biology, geology, psychology, geography, topography and map-making, meteorology, astronomy, hygiene, sanitation, descriptive geometry, mechanical and freehand drawing, surveying, economics, accounting, history, international law and government.

By a concession of the faculty, work done by the members of the Student Army Training Corps in the following subjects was credited towards the requirements of the A. B. degree: War issues, mathematics, physics, chemistry, biology, astronomy, surveying.

The military officers were: Commanding Officer, Lieutenant J. P. Lyons; Adjutant and Quartermaster, Lieutenant L. E. Fields; Supply and Personnel Officer, Lieutenant F. P. McCardell; Assistant Officer, Lieutenant Kessel; Visiting Surgeon, Michael F. Gallagher, M.D.; Inspecting Surgeon, Lieutenant M. L. Lichtenberg.



Photo by F. Gutekunst.

S. A. T. C. at the Pennsylvania Museum and School of Industrial Art.

TEMPLE UNIVERSITY: In the early fall of 1918, Temple University established a Student Army Training Corps. It combined with its Units the students from the Pennsylvania Museum and School of Industrial Art. The students at



Photo by F. Gutekunst.

S. A. T. C. at Temple University.

Temple were registered in the College of Liberal Arts, the Medical School and the Dental School. There were 275 men in this unit and ninety men in the Unit from the Industrial Art School. There was an additional Unit of sixty-eight Navy men, some of these being Temple students, others taking instruction at the Art School.

The Second Regiment Armory located near the University provided barracks for a portion of the men, other large halls being secured in the vicinity for additional barracks and a mess hall. The Samaritan Hospital assigned the large solarium wards and the roof garden ordinarily used for the children to the Corps as an infirmary.

Captain Will H. Dietrick was appointed to the official charge of the Unit remaining with the University after the demobilization of the Unit and until it was decided not to continue the Reserve Officers' Training Camp which succeeded the Student Army Training Corps. Dr. James H. Dunham, Ph.D., the dean of the College of Liberal Arts, had charge of the educational program. Almost immediately after the men went into barracks the influenza appeared among them and the entire University went into quarantine. Three members of the Corps died as the result of the epidemic, two being medical students who were serving for the time in the emergency hospitals.

After the epidemic had passed the University settled down to the new conditions. All schedules were more or less made to conform to the regulations imposed by the presence of an Army camp in its midst.

Professors and students rapidly readjusted themselves to the new conditions. The life of the University was beginning to function smoothly when the order for demobilization came. Many of the students returned to the colleges from which they had come. The students of Temple slipped back into their regular courses, and, save for the presence of the Captain and the small group who remained in the Reserve Officers' Training Corps, the University by the end of the school year was in very much the same condition as it had been at the close of the previous year.

The University was fortunate in the officers assigned to it, so that there was no friction between the Army officials and those of the University. All cooperated in trying to work out the most stupendous problem that has ever been presented to the universities of America.

PENNSYLVANIA WOMEN'S DIVISION FOR NATIONAL PREPAREDNESS*

In the early autumn of 1915, Mrs. George W. Childs Drexel determined to organize the women of Pennsylvania to meet eventualities. With the war clouds in Europe growing blacker, Mrs. Drexel felt that it was only a matter of time before this country would become involved in the struggle. Women, she knew, would be called upon to render many and varied services, and it was to meet these new and real responsibilities that she quickly developed her plan.

A meeting was held at her town house in September, 1915, among those present being: Miss Marion Biddle, Miss Sophie Cadwalader, Mrs. J. Gardner Cassatt, Mrs. John W. Geary, Mrs. Rodman E. Griscom, Mrs. G. Q. Horwitz, Mrs. Norman Jackson, Mrs. Thos. McKean, Dr. Clara Marshall, Mrs. J. Willis Martin, Miss Mary Mitchell, Mrs. L. H. O'Hara, Mrs. George Wharton Pepper, Mrs. Cornelius

*By the Secretary of the Philadelphia War History Committee.

Stevenson, Mrs. Robert E. Strawbridge, Mrs. Alexander Van Rensselaer and Mrs. Barclay H. Warburton.

At this meeting plans for an organization were discussed. Mrs. Drexel was elected President. The Vice-Presidents elected were Mrs. Martin and Mrs. O'Hara.

The other women present constituted the Executive Committee.

After several weeks, Mrs. Drexel had a series of interviews with Major General Leonard Wood and saw Secretary of War Garrison, both of whom were much impressed with the practical way in which the matter was presented.

The next meeting, to which representative women from all the counties in the State were called, was held on November, 1915, at 18th and Locust streets, when Mrs. Drexel summarized her plans and made her appeal as follows:

"The purpose of this Division is to organize women throughout the State of Pennsylvania for preparedness in the event of war, and to be ready for work in those fields in which women can most effectively aid at such times or in case of State calamity.

"The division will be composed of chapters, each with a minimum membership of 500, with a chairman for each chapter. These chairmen, by virtue of their office, will compose the State Council. There will also be officers and an executive committee with headquarters in Philadelphia."

About 150 women were present and they returned to their several cities determined to organize for work. The State Vice-Presidents were increased to five, the three additional officers being Mrs. Sharp, of Chambersburg, Vice-President-at-large; Mrs. H. Wells, of Wilkes-Barre, for the northeast section of the State; and Miss Adams, of Kane, for the northwest section of the State.

Among the original Chapters were:

Allentown—Miss Helen F. MacDonald
Army and Navy—Mrs. Francis Howard Williams
Bristol—Mrs. Griffith H. Williams
Bucks County—Mrs. F. Leroy
Coatesville—Mrs. Addison A. Lamb
Colored—Mrs. E. B. Leaf
Columbia—Miss Lillie S. Evans
College Women—Mrs. D. Feidt
Delaware Valley—Mrs. Charles A. Parsons
Doylestown—Miss Elizabeth Ross
Drexel Biddle Bible Class—Mrs. A. J. Hawksley
Franklin—Miss Gertrude Adams
Gettysburg—Mrs. Walter H. O'Neal
Harrisburg—Mrs. Charles Ryder
Lansdowne—Mrs. E. Wager-Smith
Langhorne—Mrs. Tryon
Lancaster—Miss Susan Carpenter Frazier
Lebanon—Mrs. Harrison Souder

Main Line—Mrs. Charlton Yarnall
Milton—Mrs. J. Hunter Miller
Norristown—Mrs. Martha C. Mecum
Oil City—Mrs. Fannie Gaud
Old York Road—Mrs. Harry E. Asbury
Penna. Railroad—Mrs. George Dallas Dixon
Phila., General—Mrs. Henry B. Cox
Pittsburgh—Mrs. Harry Brown
Pottsville—Miss Anne E. Ridley
Sewickley—Mrs. Alexander Laughlin
Snyder County—Mrs. Schrier
State College—Mrs. E. E. Sparks
Sunbury—Mrs. H. J. Evans
Urquhart—Mrs. George W. Urquhart
West Chester—Mrs. George W. Phillips
West Philadelphia—Mrs. J. Hamilton Snell
Wilkes-Barre—Mrs. Wells
Williamsport—Mrs. La Rue Munson
Wyncote—Mrs. M. K. Neiffer
York County—Mrs. J. C. Schmidt

EXTENSION OF WORK

As the Pennsylvania Women's Division for National Preparedness developed its work, eight departments were established:

Department No. 1. *Care of Soldiers' and Sailors' Families and Care of Sufferers from General Calamity*—Mrs. J. Gardner Cassatt, Director. In the event of American

engaging in war, soldiers in service would receive \$15 a month; sailors, \$20. It was obvious that this amount would be insufficient to provide even necessities for the families at home. Calamity, such as flood, earthquake or fire would produce conditions for the relief of which this department would work, but of which no estimate could be made as to the service required. The department pledged itself to responsibility of the care of soldiers' and sailors' families and of sufferers from general calamity.

Department No. 2. *Nursing*—Mrs. Norman Jackson, Director. Securing nurses for the Army.

Department No. 3. *Surgical Supplies*—Mrs. Rodman E. Griscom, Director. This department enrolled all who wished to aid in the preparation of dressings, bandages, compresses, etc., to be used in time of war and calamity.

Department No. 4. *Convalescent Homes for Hospitals*—Miss Marion Biddle, Director. The object of this department was to enroll all who would promise to provide and support, wholly or in part, a suitable building to be used as a hospital building or convalescent home in the event of war or calamity. Fifty-five buildings were offered.

Department No. 5. *Messenger and Communication Service*—Miss Mary Mitchell, Director. This department organized the first service of its kind, and all members were required to learn not merely the running of automobiles, but also their care and the making of at least minor adjustments and repairs. A large number of women were also enrolled who learned to wig-wag.

Department No. 6. *First Aid and Assistance in Daily Routine Work of Hospitals and Dietetics*—Dr. Clara Mitchell, Director.

Department No. 7. *Emergency Commissariat*. (Canteen)—Mrs. Robert E. Strawbridge, Mrs. Thomas McKean and Mrs. Barclay H. Warburton. Department No. 7 was the first of its kind anywhere, and as a result of the preliminary experiences the subsequent work of the Red Cross was expedited. Practically every troop train traveling through Philadelphia from Mt. Gretna to the Border was met. 23,510 men were canteened.

Department No. 8 A. *Government Camps*—Mrs. George Wharton Pepper, Director. The object of this section of Department No. 8 was to provide funds for Pennsylvania men who desired to prepare for military service in the training camps at Plattsburg and elsewhere; also, to aid in securing the best candidates for enrolment.

Department No. 8 B. *Clerical Service*—Miss Sophie Cadwalader, Director. The work of this section comprised bookkeeping, typewriting, card-cataloging, and other kinds of clerical work in the event of war or calamity, when professional workers would be hard to obtain. A knowledge of accounts was stressed, as well as a clear and legible handwriting.

Department No. 8 C. *Sewing*—Mrs. Alexander Van Rensselaer, Director. The object of this section was to enrol women to cut out and sew upon garments required by hospitals and convalescent homes, in the event of war or calamity.

In January, 1916, a mass meeting was held in the Garrick Theatre, at which 1,700 women from all counties in the State were present, and so great was the demand for seats that over six hundred were unable to crowd their way into the building.

The purpose of the Division was explained by George Wharton Pepper and

George Q. Horwitz. Major General Leonard Wood made the main address.

State Headquarters were established in the Central City Building and specially trained women speakers toured the counties. The number of chapters increased to sixty-two, with a membership of 11,000. Every member was compelled to take up one certain form of preparedness work and to abide by her choice.

The division purchased a portable dental equipment for use on the Mexican Border in 1916 and paid the salary of Dr. C. J. Hollister. The sum of \$25,000 was collected for equipping Base Hospital No. 10.

After America entered the war, it was found best to continue the work under the American Red Cross and the division, as such, discontinued in April, 1917. In practically every case where there had been a chapter of the division, the chairman became the head of the local Red Cross Chapter.

LOCAL BELGIAN RELIEF COMMITTEE

One of the first efforts—if not the first—for Belgian relief was organized by Mrs. Edward S. Sayres, who, on September 30, 1911, called on the Belgian Consul and offered the services of the Flower Mission, of which she was President, to collect and ship food and clothing to non-combatants in Belgium. Her offer was accepted and on October 11th notices were read in all Main Line churches that a meeting would be held the next day at "Black Rocks," the residence of Mr. and Mrs. Sayres, and that on the 11th contributions would be received at the Bryn Mawr Reading Room.

Twenty persons attended the first meeting, which was addressed by Mr. Paul Hagemans, the Consul General of Belgium. Mrs. Charles C. Harrison was appointed to carry on the work in Philadelphia and later became Chairman of the Belgian Committee of the Emergency Aid. On the 11th, an audience of 150 contributed 2,091 pieces of clothing and blankets. From October 15th to 21st the Committee, assisted by Mrs. Hagemans and Miss Hagemans, received 8,831 garments in Overbrook. The Committee collected \$1,040.69 and purchased new garments and thirty barrels of flour. The 10,922 garments and other supplies filled an entire freight car. The Pennsylvania Bailroad Company contributed its services and shipment was made to the Belgian Consul at New York, whence the shipment left on the *Rotterdam* addressed to The Netherlands Committee for Relief of Belgian Refugees. It reached its destination on November 7th.

On April 17, 1919, the King of the Belgians conferred on Mrs. Sayres the Medal of Queen Elizabeth.

PHILADELPHIA AND THE 28TH DIVISION

WILLIAM BELL CLARK



ONE-FOURTH of the total personnel of the National Guard of Pennsylvania, when it entered the Federal service to win immortal honor in the World War as the 28th Division, came from Philadelphia. Hundreds of the lads who left the City of Philadelphia in the ranks of its Guard Units made the supreme sacrifice on the battlefields of France. Other hundreds will carry to their graves the scars of wounds sustained when Pennsylvania's Iron Division wrote grim history in a foreign land. Those so fortunate as to have escaped the casualty lists will have with them to the end memories of the shorn wheatfields by the Marne and the Oureq, the ruins that once was Fismes, the gas-swept plateau overlooking the Aisne, the death-capped ridges beside the Aire and the No Man's Land beyond Thiaucourt. Thus, the "red keystone" of the 28th is an insignia to which Philadelphia's claim is great. The history of the Division, as it is here unfolded, is written, therefore,



Courtesy of Frank W. Buhler, Stanley Co. of America.

"The Call to Arms" by a Quartette from the 1st Regiment, N. G. P.



Courtesy of Frank W. Buhler, Stanley Co. of America.

Capt. Ward Pierson, leading his Company.

with the view; not of slighting the State at large, but to expand upon the part played by those who hailed from this city. It is a history of the divisional units; a more intimate narrative of such of those units as were recruited in whole or in part from Philadelphia.

FROM THE BORDER TO HANCOCK

On the day in 1916 when President Wilson decided to chastise Pancho Villa for his temerity in attacking the border town of Columbus, N. M., the Pennsylvania National Guard Division began its momentous history. It is a far cry from Texas in the summer of 1916 to France in the summer of 1918, but the events which had their inception with the President's Executive Order of June 18, 1916, marched with steady sequence to their culmination overseas. The tour of duty on the Mexican border proved the preliminary training for the achievements of Pennsylvania's Guardsmen in the American Expeditionary Force. Down on the sand plains of Camp Stewart, Texas, was begun the transition from militia to a potent fighting division.

One day after the President's call, the machinery of the Pennsylvania Adjutant General's office began to operate. General Order No. 21, issued on June 19, 1916, from Harrisburg, directed all National Guard organizations, with a few exceptions, to report for duty at their home stations on Thursday morning, June 22d, and to assemble at Mt. Gretna, long the training ground of the Guard, by June 21th. At that time Philadelphia had three full regiments of infantry—the 1st, 2d and 3d—forming the 1st Infantry Brigade; regimental headquarters and four companies of the 6th Infantry; a squadron of cavalry—First City, Second City, and A and G Troops, a company of engineers (B), and the Tacony field hospital and ambulance

company. To these latter, designated as Field Hospital No. 2 and Ambulance Company No. 2, fell the honor of being first mustered into the Federal service. They passed into the control of the War Department on June 28th, four days after reaching Mt. Gretna, and were on their way to the border the following day. Company B of the Engineers was federalized on June 29th; the entire 1st and 2d Regiments of Infantry on June 30th; 1st Brigade Headquarters and the 3d Regiment on July 1st; the four Cavalry Troops on July 6th, and the Field and Staff, Band, Sanitary Detachment and Companies E, K, L, M of the 6th Infantry on July 7th. Either the day they were mustered in or the day following, the units started southward in troop trains.

If the Pennsylvania Guardsmen dreamed of following Pershing's Expeditionary Force into the heart of old Mexico after the wily Villa, they were doomed to disappointment. Arriving on the border, they were sent to Camp Stewart, not far from El Paso, Tex., where through the long hot summer they were drilled, drilled, drilled. Nor was this all. The War Department found the Pennsylvanians long on infantry and short on artillery and proceeded to remedy the defect by transforming two of the infantry regiments, the 2d, of Philadelphia, and the 9th, of Wilkes-Barre and the Luzerne county mining region, into artillery. These, with the 1st Artillery, from Pittsburgh, Williamsport and Phoenixville, were formed into an artillery brigade. The 2d Infantry became the 2d Artillery and the 9th Infantry the 3d Artillery. The Philadelphia artillerymen were equipped with 1.7 guns and became the "heavies" of the brigade.



Courtesy of Frank W. Butler, Stanley Co. of America.

National Guardsmen in Camp at Jenkintown.

The War Department found also that some of the infantry regiments and the cavalry regiment were minus certain units called for on the Army organization plan. Transfers effected in two of these increased the number of organizations credited to this city. In the 6th Infantry, a headquarters company, a supply company and a machine gun company were formed and designated as Philadelphia units, and, in the 1st Cavalry, headquarters and supply troops were organized in a similar manner and also awarded to Philadelphia.

By early fall the Pennsylvania Guard Division had secured a splendid basic training. There had been divisional maneuvers, brigade maneuvers and regimental maneuvers, target practice, bayonet instruction, trench digging lessons, schools of instruction on general military subjects, lectures and so on through a crowded curriculum. However, on September 29th when word came through ordering the 1st and 3d Regiments home, it was received with gladness. Philadelphia waited with open arms and each organization upon its arrival was treated to a banquet, those to the larger units being held in the temporary Convention Hall at Broad Street and Allegheny Avenue, and to the smaller ones in their own armories or headquarters. The last to get back from the border was the 2d Artillery, which on one of the bitterest days of the winter of 1916-1917 heralded its return by a regimental review wherein it displayed to a proud city its new artillery equipment, the heavy 4.7's and their caissons.

Philadelphia's Guardsmen donned civilian clothes and began to pick up the threads broken the preceding summer. Some of them remained civilians for a half year, others—those who came up from the south among the last—for scarcely more than two months. The rumble of the World War was coming daily nearer to the United States. On February 3, 1917, Ambassador Bernstorff was given his passports; on February 11th he sailed for home; on February 26th President Wilson asked Congress for authority to arm American merchant ships; on March 21st the President summoned Congress in extra session on April 2d, and on March 25th, twelve full days before the declaration of a state of war with Germany, Philadelphia's 1st and 3d Infantry were called into the Federal service once more.

The Guardsmen reported at their respective armories for duty at 7 A.M. March 28th and were mustered into the Federal service on March 30th and 31st. The 1st Infantry was assigned immediately to duty guarding bridges, war industries and canal locks in the territory east of the Susquehanna River, with regimental headquarters in the armory at Broad and Callowhill streets. The 3d was ordered to the western part of the State on similar duty and departed in troop trains on April 2d. By April 6th, the day the gauntlet was cast down to the enemy, both organizations were on the lookout for aliens or alien sympathizers in the vicinity of places of military importance in the State.

The disposition of the units of the 1st Infantry was as follows: 1st Battalion Headquarters, Broad and Callowhill streets; Company A, headquarters, Neshaminy; detachments, Perkasio, Yardley and Midvale Steel Works; Company B, headquarters, Bridgewater; detachments, Morrisville and Frankford Junction; Company C, headquarters, Schuylkill Arsenal; detachment, Grays Ferry Bridge; Company D, headquarters, 32d Street and Lancaster Avenue; detachments, Girard Avenue bridge and Chamounix Lake, Fairmount Park.



Courtesy of Frank W. Buhler, Stanley Co. of America.

Trucks parked on City Hall Plaza.

2d Battalion Headquarters, Coatesville; Company E, Frankford Arsenal; Company F, headquarters, Coatesville; detachments, Thorndale and Downingtown; Company G, headquarters, West Reading; detachments, Tuckerton and Manayunk; Company H, headquarters, Phoenixville; detachments, Norristown, Manayunk and Earnest.

3d Battalion Headquarters, Columbia; Company I, headquarters, Rockville; detachment, Lemoyne; Company K, headquarters, Safe Harbor; detachments, Lemoyne, Martic Forge and Columbia; Company L, headquarters, Boone Station near Darby; detachments, Eastwick, Eddystone and Remington Arms; Company M, headquarters, Lemoyne; detachments, Hummelstown, Columbia and Shocks Mills.

Headquarters Company, Broad and Callowhill streets; Machine Gun Company, headquarters, Broad and Callowhill streets; detachment, 37th and Market streets; Supply Company, Broad and Callowhill streets.

West of the Susquehanna River, the 3d Infantry was disposed as follows: Regimental Headquarters, Altoona, Pa.; 1st Battalion headquarters, Johnstown; Company A, Johnstown; Company B, Point Marion; Company C, Port Perry; Company D, Rockwood.

2d Battalion Headquarters, Huntingdon; Company E, Huntingdon; Company F, Newport; Company G, Spruce Creek; Company H, Millin.

3d Battalion Headquarters, 1155 Liberty Avenue, Pittsburgh; Companies I, K and L, same address; Company M, Washington, Pa.

Machine Gun Company, 1155 Liberty Avenue, Pittsburgh; Supply Company, Altoona, and Sanitary Detachment, Altoona.

One other Pennsylvania infantry regiment, the 18th, of Pittsburgh, had also been called out at the same time as the 1st and 3d, and was on guard duty in the northwestern quarter of the State, with headquarters at Ridgeway.

While the other units of the National Guard awaited the call to Federal service, they and the regiments already on duty conducted spirited recruiting campaigns. The main recruiting stations of both the 1st and 3d Regiments were in their local armories, although all of them set up sub-stations in the various towns where their units were quartered. At the same time the Adjutant General proceeded to organize additional units to fill the complement of the Division. To Philadelphia fell another company of Engineers (E), a Field Bakery Company, Field Hospital No. 3, Truck Companies Nos. 3 and 4 of the Supply Train, the 2d Company of Military Police, and Truck Companies Nos. 10, 11 and 12 of the Ammunition Train.

On June 25, 1917, Company B, of the Engineers, reported for duty, was mustered into Federal service the following day and shortly afterwards was sent to Camp Meade, Admiral, Md., for construction work. Subsequently it repaired



Courtesy of Frank W. Buhler, Stanley Co. of America.

Philadelphia Artillerymen at Jenkintown.

to Camp Hancock for similar duty ahead of the balance of the Division which, within two weeks, was called to the colors, each unit being ordered to mobilize at its respective headquarters or armory on July 15th.

On July 16th the entire Philadelphia Battalion of the 6th Infantry and the field and staff, headquarters, supply and machine gun companies were mustered in, as were all members of the Sanitary Detachment save three who reported on July 22d. On July 17th the Artillery Brigade Headquarters, Brigadier General William G. Price, Jr., commanding, was sworn in at the headquarters in the Liberty Building. Then in sequence came Truck Company No. 3 on July 20th; the Field Bakery Company on July 20th and 21st; Field Hospital No. 2, July 21st; Ambulance Company No. 2, July 21st and 22d; Field Hospital No. 3, July 22d and 24th; Troops A and E (First City), July 23d; Headquarters Troop, July 24th; 2d Field Artillery, July 20th to 24th; Truck Company No. 4, July 24th; Troop G, July 25th; Troop D (Second City), July 26th; First Infantry Brigade

Headquarters, July 26th; 2d Company, Military Police, August 3d; Truck Companies Nos. 10, 11 and 12, Ammunition Train, August 2d; and Supply Troop, August 1th.

On August 5, 1917, the entire Pennsylvania National Guard Division, numbering 841 officers and 25,234 men, was mustered into the National service formally. The following table shows the strength of the Philadelphia units on that day:

	Officers	Men
First Brigade Headquarters	2	5
Artillery Brigade Headquarters	3	10
Field Bakery	1	62
Ambulance Company No. 2.	1	31
Field Hospital No. 2	5	79
Field Hospital No. 3	6	80
Truck Company No. 3, Supply Train.	1	19
Truck Company No. 1, Supply Train.	1	16
Truck Company No. 10, Ammunition Train.		58
Truck Company No. 11, Ammunition Train.		53
Truck Company No. 12, Ammunition Train.		52
Company B, Engineers	1	71
Company E, Engineers	1	158
Second Company, Military Police	2	123
Second Field Artillery	11	1,232
Headquarters Troop, 1st Cavalry	1	52
Supply Troop, 1st Cavalry	2	52
Troop A, 1st Cavalry	3	91
Troop D, 1st Cavalry	3	106
Troop E, 1st Cavalry	3	99
Troop G, 1st Cavalry	3	123
1st Infantry	55	1,977
3d Infantry	56	1,680
Field and Staff, 6th Infantry	9	..
Headquarters Company, 6th Infantry	1	29
Supply Company, 6th Infantry	2	39
Machine Gun Company, 6th Infantry	3	62
Sanitary Detachment, 6th Infantry	5	27
Company E, 6th Infantry	3	76
Company K, 6th Infantry	3	81
Company L, 6th Infantry	3	82
Company M, 6th Infantry	3	78
Total	232	6,821

During the brief period between August 5, 1917, and the concentration at Camp Hancock, the smaller units, with the exception of some of the truck companies, were held at their local headquarters. The truck companies were either held at the 1st Regiment Armory or sent to Mt. Gretna for immediate duty. In the case of the 2d Artillery, a suitable site for a temporary camp was found near Noble, Pa., on the estate of John Wanamaker, and, in honor of the donor, was named Camp Wanamaker. In mid-August, the 1st and 3d Infantry were relieved of guard duty and began to concentrate in and near Philadelphia, the 1st securing a camp site near the Commercial Museum and naming it Camp Brown after its Commander, Colonel Millard D. Brown. The 3d Infantry left the western part of the State on August 14th, and the following day arrived home, camping at Camp A. Merritt Taylor, a short distance beyond the 69th Street Terminal in Delaware County.

The move south began in September. The 1st Infantry left Camp Brown by train on September 11th, arriving at Camp Hancock on Friday, September 11th; the 3d left on September 12th, arriving September 15th, and the other units in order until by the end of the month the entire Division was assembled on the new grounds a short distance outside the City of Augusta, Ga.

The ensuing nine months was a heart-breaking period for the officers and men of the old Guard. They saw brigadiers, colonels, majors and captains skilfully eliminated through the action of Army Plucking Boards. Even their Major-General, Charles M. Clement, was relieved December 11, 1917, and succeeded December 15th by General Charles H. Muir. Historic organizations were broken up or amalgamated with other units. The War Department, with wisdom learned abroad, was making some radical changes in Army organization, particularly with reference to infantry regiments. Under the new plan, the strength of the Infantry was increased from 150 men to a company to 250 men, while machine gun battalions, hitherto unheard of in the American Army, were being established as part of the Divisional Organization. All of this reorganization was not carried on without considerable trouble. Various portions of the State, through their representatives in Congress, attempted to save their regiments whole, remonstrating against the destruction of former identities. In the case of the 1st Cavalry, it was re-assembled, after the first break up, as the 103d Cavalry and was finally redistributed to other units. In the final infantry alignment, the western part of the State was far more successful than the eastern in saving its regiments, as the 10th, 16th and 18th, all from west of the Susquehanna, were kept intact as the 110th, 111th and 112th Infantry regiments, respectively.



Courtesy of Frank W. Buhler, Stanley Co. of America.

National Guardsmen camping on the Wanamaker Estate, Jenkintown.



International

28th Division Men at Jersey City.

The general order which caused all of the trouble, and which, incidentally, established officially the 28th Division, was dated November 15th. Its result will be better understood from the following table, which shows the original guard unit, from whence it hailed, and what became of it:

<i>National Guard Unit</i>	<i>Locality</i>	<i>28th Division Unit</i>
1st Infantry.....	Philadelphia	109th Infantry.
3d Infantry (less band and several hundred men).....	Philadelphia	110th Infantry.
1th Infantry:		
Machine Gun Company, C and D Companies, part of Sanitary Detachment and Supply Company.....	Lancaster, Columbia, Allentown	109th Machine Gun Battalion.
2d Battalion and part of Head- quarters and Supply Com- pany.....	Columbia, Allentown, Hamburg, Sun- bury, Pine Grove, Lebanon	107th Machine Gun Battalion.
Companies A and B, part of Headquarters, and Supply Company.....	Reading, Allentown, Columbia	108th Machine Gun Battalion.
Detachment Headquarters, Supply and B Company.....	Columbia, Allentown,	53d Depot Brigade.

6th Infantry (less band)...	Philadelphia, Pottstown, Chester, Phoenixville, Norristown, Doylestown, Media, West Chester.....	11th Infantry.
8th Infantry (less band)...	Harrisburg, York, Tamaqua, Chambersburg, Mahanoy City, Huntingdon, Carlisle, Pottsville, Bedford, Lewis- town.....	112th Infantry.
10th Infantry	Greensburg, Monongahela, New Brighton, Somerset, Mount Pleasant, Indiana, Altoona, Washington, Waynesburg, Blairsville, Latrobe.....	110th Infantry.
13th Infantry (less band)...	Scranton, Wilkes-Barre, East Stroudsburg, Honesdale, Bloomsburg, Moscow.....	109th Infantry.
16th Infantry.....	Oil City, Corry, Meadville, Bradford, Kane, Franklin, Erie, Ridgeway, Warren, Kittanning, Butler, Grove City.....	112th Infantry.
18th Infantry.....	Pittsburgh.....	111th Infantry.
1st Artillery	Pittsburgh, Williamsport, Phoenixville, South Bethlehem.....	107th Field Artillery.
2d Artillery	Philadelphia.....	108th Field Artillery.
3d Artillery	Wilkes-Barre, Hazleton, Pittston, Nanti- coke, Plymouth, Tunkhannock.....	109th Field Artillery.
1st Cavalry:		
Detachments	Headquarters	
Company, Supply Company,		
and Troops B, F, I, M, E.	Philadelphia, Tyrone, New Castle, Sun- bury, Lewisburg.....	103d Engineers.
Machine Gun Troop	Boalsburg.....	108th Machine Gun Battalion.
Detachment Troop I.....	Sunbury.....	Division Headquarters Troop.
Detachments Troops F and H	Newcastle and Pittsburgh.....	107th Field Artillery.
Detachments Troops D, K, I, L,		
M and Troops A, C, and G	Philadelphia, Lock Haven, Bellefonte, Lewisburg, Sunbury, Harrisburg	108th Field Artillery.
Detachments Troops I, K, L	Sunbury, Lockhaven, Bellefonte.....	109th Field Artillery.
Detachments Troops E, B, M	Philadelphia, Tyrone, Lewisburg.....	103d Trench Mortar Battery.
1st Engineers	Philadelphia, Scranton, Pottsville.....	103d Engineers.
1st Battalion Signal Corps	Pittsburgh.....	103d Field Signal Bat- talion.
Military Police	Pittsburgh, Philadelphia.....	103d Headquarters and Military Police.
Supply Train.....	Harrisburg, Lancaster, Philadelphia, Pittsburgh.....	103d Supply Train.
Ammunition Train.....	Philadelphia, Allentown, Shamokin, Harrisburg, West Chester, Williams- port, Selinsgrove.....	103d Ammunition Train.
Sanitary Train	Philadelphia, Pittsburgh, Lancaster, Coraopolis.....	103d Sanitary Train.

Of the remainder, the bands of the 3d, 4th, 6th, 8th and 13th Infantry were detached entirely from the Division, and the 3d Battalion of the 4th Infantry had months before been sent to the Rainbow (12d) Division as a machine gun battalion.

Once the changes had been made and the men settled down to routine, the

time passed slowly on their hands. There were hikes and sham battles, bayonet practice and gas mask instructions, guard mounts and target shooting, trench digging and reviews, regimental and otherwise. One of the biggest days was February 22, 1918 (Washington's Birthday), when Secretary Lansing reviewed the entire Division in a morning parade. Rumors of a quick movement overseas began to float around the camp in January, 1918, and persisted continually until the orders finally came, but it was late April before the 28th bade farewell, and a hearty one, to Camp Hancock.

OVERSEAS AND THE MARNE

The 28th Division might have spent even a longer time at Camp Hancock had it not been for the critical situation which arose on the western front in the spring of 1918. The Germans had launched two big offensives, the one which retook the old Somme battlefield and threatened to break the British line toward Amiens, and the other which endangered the channel ports in northern France. Great Britain had made frantic appeal to the United States for an army and it



Courtesy A. I. S. C.

A Cargo Ship built at Hog Island.

was in part answer to this appeal that sailing orders came to Hancock. The Division was at full war strength when the orders arrived. Some months before, a draft of Pennsylvania selective service men had been received and had been used to fill in what gaps existed on the regimental rosters. About a week before departure another small draft of men, from middle and western states and numbering about 500, was also added to the Division, making the first addition of non-Pennsylvanians. These men were distributed five or six to the line companies of infantry and soon absorbed.

The units of the Division began to leave Camp Hancock by train on April 21st, traveling to Camps Mills, Upton and Merritt. Of the larger units containing many Philadelphians, the 109th Infantry departed from the south on April 22d; the 110th Infantry on April 24th; the 111th Infantry on April 26th; the 103d Sanitary Train on May 10th and the 108th Field Artillery on May 11th. By May 15th the old training ground was deserted save for the 53d Depot Brigade.

Twelve British and two American transports convoyed the Division overseas. Six ships were in the first convoy, which sailed from New York on May 3d, arriving at Liverpool, England, May 16th and 17th. They were as follows:

H. M. S. *City of Calcutta*, 107th Machine Gun Battalion and 1st Battalion, 110th Infantry; H. M. S. *Anchises*, 108th Machine Gun Battalion; U. S. S. *Corsican*, 2d Battalion, 110th Infantry; H. M. S. *Ansonia*, 3d Battalion, 110th Infantry; H. M. S. *Demostheues*, headquarters and auxiliary units, 110th Infantry; H. M. S. *Carmania*, 109th Infantry, and Division Headquarters, with Major General Muir and staff.

On May 5th the speedy H. M. S. *Olympic* departed from Hoboken with the 56th Infantry Brigade Headquarters and the 111th Infantry and arrived at Southampton on May 12th, four days before the slower convoy, which had sailed two days before it. On May 7th H. M. S. *Aquilania*, with the 103d Train Headquarters, 28th Division Military Police, 109th Machine Gun Battalion and 112th Infantry, set sail and reached Liverpool on May 14th, also ahead of the first convoy. Five more ships sailed in convoy from New York on May 19th. They were:

H. M. S. *Ceramic*, 103d Ammunition Train; H. M. S. *Briton*, 103d Sanitary Train; H. M. S. *Malagama*, 103d Engineers; H. M. S. *Justicia*, 108th and 109th Field Artillery; U. S. S. *Saturnia*, 107th Field Artillery. These five docked at Liverpool on May 30th and 31st. The final ship, H. M. S. *Khiva*, with the 103d Supply Train, sailed from New York on May 27th and arrived at Liverpool on June 7th.

Short time was spent by any unit on the British Isles. Two days at "Notty Ash," a camp near Liverpool, was practically the longest stay, after which the men were loaded on trains for Dover and rushed from the British port across



Courtesy of Frank W. Buhler, Stanley Co. of America.

National Guardsmen off for War.



Workers at Eddystone Rifle Plant.

the English Channel to Calais. Once in France, rapid disposition was made of each unit. For purposes of accustoming it to modern warfare, the infantry was broken up in battalions and brigaded with the British in the vicinity of Nieuw-les-Blequin. This training lasted for two weeks; in other words, until the time when the Germans launched their third offensive toward Montdidier.

With the enemy surging Paris-ward in mid-June, the 28th was called hastily from the British sector and everything, save the artillery brigade at Vannes, assembled in the vicinity of Gonesse, which lies northeast of Paris and along highways radiating to either the British or French battle fronts. While at Gonesse, the Division heard of the fourth great German offensive of the year, an offensive which, aiming at Soissons and Rheims, was broken at the latter place but swung down to the Marne in a pocket which had its apex at Chateau-Thierry.

The epic of the 7th Machine Gun Battalion of the 3d Division at the Chateau-Thierry bridge-head on May 31st and of the Marines of the 2d Division at Belleau Wood and Bouresches on June 6th had already gone down into history when in late June the 28th Division—the artillery brigade excluded—was rushed in motor lorries to south of the Marne with divisional headquarters at Saulehery, and the four infantry regiments encamped eastward from that point as far as Montmirail.

The first unit of the Division to reach the front line and suffer casualties was Company E (from Philadelphia) of the 103d Engineers, which, on the evening of June 28th, lost eight men wounded, when a road over which they were passing

to their billets, a short distance from Chateau-Thierry, was heavily shelled. The entire 2d Battalion of the Engineers, working under orders from the 33th French Corps, were engaged during the subsequent two days in digging second line trenches south of the Marne near Chateau-Thierry.

On the night of June 30th the first infantry engagement took place with two "model" platoons from the 11th Infantry participating. It was purely volunteer work on the part of the Pennsylvania doughboys, who were chosen from A and B Companies of the regiment to join with the 135th French Infantry in an attack on Hill 204, lying north of the Marne and east of Chateau-Thierry. Lieutenant Cedric Benz, of A Company, and Lieutenant John H. Shenkel, of B Company, commanded the two platoons. The attack, launched at night, was a complete success, thirty-eight prisoners being taken, the hill cleaned of machine guns and snipers, and all done with slight casualties and so much individual heroic work that the



Courtesy of the Atlantic Refining Co.

U. S. S. "Folger" showing anti-Submarine Gun forward.

French issued about twenty Croix de Guerres and were profuse in divisional and corps commendations of the Americans.

From July 1st to 14th the balance of the Division trained in the region south of the Marne, platoons from the other three infantry regiments being sent occasionally to the front line. To the westward, Companies A and B of the 103d Engineers and Company C of the 109th Machine Gun Battalion took over the defense of the Charly bridge-head on July 9th, and between then and July 15th were subjected to intensive shell fire and suffered quite a few casualties.

A new offensive from the Huns was momentarily expected. Just where it would strike was a question of doubt which all the French and American aerial observers could not answer. It was figured that it would either be westward on the front between Soissons and Chateau-Thierry, or southward on the east and west sides of Rheims. The French did not expect a direct thrust across the Marne east of Chateau-Thierry and were confident that even if it should come there the



Transport "Sihoney," built at Cramp's Shipyard.

artificial defenses of barbed wire would stop the advance. Hence the French line was thinnest along the Marne between Chateau-Thierry and Dormans, while what reserves they had were concentrated back of Soissons and Rheims.

The line of the Marne was held from Chateau-Thierry to Dormans by the 3d American and 125th French Divisions, the former extending from Chateau-Thierry to Crezaney and the latter from Crezaney to Dormans. Behind them, on July 11th, was stationed the 28th Division, which had been moving up by easy stages for three days. The infantry line of the 28th, in the reserve trenches, three miles south of the front, consisted (from west to east) of the 112th, 111th, 110th and 109th Infantry, with the 109th Machine Gun Battalion in support of the 112th and 111th Infantry (the 56th Brigade) and the 108th Machine Gun Battalion in support of the 110th and 109th Infantry (the 55th Brigade). The 1st Battalion of the 103d Engineers was also stationed with the 55th Brigade.

In this position the 56th Brigade lay behind the 3d American Division and the 55th Brigade behind the 125th French Division. The Surlin River, which runs northwestward to empty in the Marne near Mezy, bisected the 55th Brigade, the 109th Infantry lying to the east of the river and the 110th to the west. The Surlin River did more than bisect the 55th Brigade. It marked the boundary between two groups of French armies with the following confused result: The 56th Infantry Brigade was in the 38th French Corps of the 6th French Army, supporting the 3d American Division, of the same Corps, and the 55th Brigade,



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U. S. S. "Wyoming," flagship U. S. North Sea Fleet, built at Cramp's Shipyard.

while supposedly in the 5th French Corps instead of the 38th French Corps, had one of its regiments, the 110th, operating in 38th Corps territory, and the other, the 109th, in 5th Corps territory.

This was the general situation on the night of July 14th, save that four companies, two from the 109th and two from the 110th, had been detailed for purposes of instruction with the 125th French Division several days before and were still in the front line south of the Marne. These units were Company L, 109th, Captain James B. Cousart; Company M, 109th, Captain Edward P. Mackay; Company B, 110th, Captain William Fish, and Company C, 110th, Captain W. Curtis Truxal. The total strength of the four units was 912 officers and men, but, instead of being concentrated, they were scattered along a five mile front with French units between each. The exact disposition is given as follows:

Company L, 109th—two platoons on the line of observation along the railroad south of Jaulgonne with two platoons in the edge of the woods near the crest of the hill to the south.

Company B, 110th, had two platoons on the line of observation immediately west of the river bridge south of Passy and two platoons in the edge of the woods about one kilometer to the south.

Company C, 110th, was disposed similar to Company B, but on the right of the river bridge south of Passy.

Company M, 109th, likewise had two platoons along the railroad to the east of Company C, 110th Infantry, and two platoons in support in an orchard on the slope of the hill to the south and slightly west.

For instruction purposes but one platoon of each company had been placed on the line of observation, but at the time the situation is given a relief was taking place in each company, the enemy barrage coming down at the time both the platoon relieving and the one to be relieved were on the line of observation.

The story of the great German barrage which broke out at 11.55 o'clock on the night of July 14th, and which deluged not only the front line but the reserve positions as well, is by this time a familiar tale. In the dry terms of the report, the explanation of what happened on the front occupied by the four American companies reads:

On the right of the sector of the 125th French Division, which extended to the east of Courthiezy, inclusive, the enemy followed the rolling barrage and succeeded in penetrating through the Bois de Conde until he reached the heights north of St. Agnan at about 3 P.M. The French line had gradually given ground, falling back to a line which ran roughly from St. Agnan northwest through the center of the clearing of Janvier Fme. to the Moulin Ruine, about two and one-half kilometers south of Varennes.

But what had happened to the four companies? Read on:

The orders issued by the commanding general, 125th French Division, prior to the attaching of the four American companies to his division for instruction purposes provided that in case of attack the outpost line would fall back to the line of principal resistance which ran around the edge of the woods on the northern crest of the hills throughout the sector. In view of the additional strength, in case the Boche should attack while the four American companies were attached to the division, subsequent orders were issued prior to the date of the Boche attack, to the effect that the outpost line would be held and the Boche prevented from crossing the river. The orders which the captains of the four American companies received were to "Resist to the utmost" in case of attack. The spirit of this order was carried out by the four American companies with the following results:

Company M, 109th Infantry, on the extreme right, fought its way back through the woods, eventually reaching the French line north of Conde-en-Brie with about 150 (?) men. The other

three companies held their ground, the forward platoons being almost to a man either killed or captured, while the support platoons held their ground till outflanked or surrounded. But a small percentage of these three companies succeeded in reaching our lines.

So much for the official report. Here are the figures of one of the bravest battles against odds in the history of the American Expeditionary Force:

Company L, 109th: Killed, twenty-six; died of wounds, four (one of these a prisoner); wounded, forty-eight; prisoners, eighty-nine (fourteen of whom were wounded in addition to the one who died of wounds); escaped, seventy-six.

Company M, 109th: Killed, twenty-three; died of wounds, four (all prisoners); wounded, twenty-nine; prisoners, one hundred and twenty-one (including fourteen wounded and four who died of wounds); escaped, sixty-six (including nine who were on detached service at the time).

Company B, 110th Infantry: Killed, twenty-eight; died of wounds, four (all prisoners); wounded, forty-one; prisoners, fifty-three (including nineteen wounded and four died of wounds); escaped one hundred and fifteen.

Company C, 110th Infantry: Killed, forty-six; died of wounds, three (all prisoners); wounded, nineteen; prisoners, one hundred and thirty-one (including fifty-one wounded and three died of wounds); escaped, twenty-six.

Of the total of 912 officers and men with the four companies on July 15th, 123 were killed in action, fifteen died of wounds, 137 were wounded, but did not fall into the enemy's hands, ninety-eight were wounded and captured by the Germans and 281 were captured although not wounded. Just 283 men escaped unscathed. In L Company, Captain Consart was captured, as was Sergeant (Cadet) Abraham Mildenberg, while Lieutenants William Bateman and William R. Dyer were killed. Lieutenant James B. Schoch and Lieutenant Willard M. R. Crozman brought off most of the survivors, the report stating: "About 8 p.m. (July 15th) Lieutenant Schoch, of L Company, of the 109th Infantry, and about fifty men came straggling through Brigade P. C. looking for something to eat."

Captain Mackay, of M Company, also managed to escape with ten men, as did Lieutenant Thomas B. W. Fales with forty, while Lieutenants William B. Brown, Walter L. Swarts and Edward Hitzeroth were captured.

In B Company of the 110th, Captain Fish, Lieutenant Claude Smith, Lieutenant Alban Jones and Lieutenant Gilmore Hayman brought off about 123 men, while Lieutenants James Gus Graham, and Bert Guy were wounded and taken prisoners, the latter being so badly injured that he died shortly afterwards in a prison camp at Hindenburg, Upper Silesia.

Captain Truxal, Lieutenants Wilbur E. Schell and Robert J. Bonner of C Company, 110th, were captured, Lieutenant Bonner being badly wounded, and Lieutenant Samuel S. Crouse was killed.

In addition, three officers from other units on observation with the French were captured along with about eight men from the sanitary detachments of the two regiments. The officers were: Lieutenants James Gee of A Company, 110th; Edward B. Taylor of K Company, 110th, and Herman Sloan of K Company, 109th. Lieutenant Charles F. Linn of the Medical Detachment of the 110th managed to fight his way back in safety, as did Captain Charles L. McLain of F Company, 110th, but the latter was wounded.

On the left, the 3d American Division held intact, but the collapse of the French and the isolation and ultimate destruction of the four companies of the 23th endangered the entire right flank of the American forces and at the same time formed a pocket which began at Mezy and continued westward to Dormans. In

this extremity, the 38th United States Infantry, the most eastern unit of the 3d Division, swung its right wing down the course of the Sumerlin River as far as Coningis, where a portion of the 125th French Division, reorganized, maintained a front extending southeasterly to Monthurel. From Monthurel due eastward ran the line of the 109th Infantry, thus suddenly thrown from support to a front line position. To the right of the 109th lay the 20th French Division, a shock unit which had been hurried up when the 125th collapsed. The 110th American Infantry, west of the Sumerlin, while exposed to the Hun bombardment, was protected by the French line between Coningis and Monthurel from direct attack.

The German horde poured down through the Bois de Conde hours behind schedule, due to the splendid resistance of the four companies, and emerged on the front of the 109th late in the afternoon. The 2d Battalion of the 109th, under Major Ralph A. Gregory, faced the oncomers and was reinforced at once by the 1st Battalion of the 103d Engineers and part of the 109th Machine Gun Battalion. By a ruse, in wearing French uniforms, the enemy appeared in the open and the Pennsylvania men, mistaking them for retiring poilus, withheld fire until it was too late and found themselves driven back by terrific machine gun fire from the Conde woods. At 7.30 p.m. the French counter-attacked toward St. Agnan, but without success. In the meanwhile, on the left of the line, Captain William C. Williams, of H Company, with a small reconnoitering party, crossed a plateau facing Monthurel and was in danger of being cut off. Bugler George L. Melroy won the Distinguished Service Cross by daring the withering fire with a message for help, and Captain Williams secured the same coveted honor by the manner in which he extricated himself and his men. The Distinguished Service Cross fell also to Captain Edward J. Meehan, of D Company, whose unit had been in an advanced exposed position, and which he saved by determined fighting.

On July 16th at 10 a.m. the 109th counter-attacked, using all units save I Company, which was held in reserve. During the night, however, the Germans had brought up more machine guns and proceeded to enfilade the line from the direction of St. Agnan. Three impetuous assaults were halted by the terrific fire and the casualties ran high. Captain Walter M. Gearty and Lieutenant Donald MacNutt, of A Company, were killed, as was Lieutenant Henry Q. Griffin, of C Company. Lieutenant Walter Fiechter, of K Company and Captain Felix Campuzano, of B Company, were wounded. Corporal J. J. Lott, of B Company, was cited for bravery for the manner in which he twice slipped forward and cut barbed wire entanglements, returning each time to lead details through the gaps and not desisting until severely wounded. Gas and shells had added to the casualties in both the 109th and 110th. The Regimental P. C. of the 109th near Conde-en-Brie was struck and Rev. Walter Murray, the Regiment's Y. M. C. A. man, killed. The officers wounded included Captain Roland C. Heisler, Regimental Adjutant; Captain James F. Cooper, of G Company, and Lieutenants George Henry West, of L Company, and John J. Owens, Battalion Reconnaissance Officer. In the 110th a whole squad of machine gunners were killed when a shell made a direct hit on their dugout, and another shell plowed into Company A while the unit was marching to position, killing four men and so severely injuring two others that they died on the way to a hospital.

In the meanwhile, further west, the 2d Battalion of the 111th Infantry, under Captain William Dunlap, was sent forward on July 17th to relieve the hard-pressed

30th Infantry of the 3d American Division in the vicinity of Crezancy. On that same day the battalion counter-attacked between Crezancy and Fossoy, driving the Huns, who had gained the south bank of the Marne, in disorder across the river. On July 18th, Lieutenant John H. Burd Quinn, of B Company, 111th Infantry, was killed.

Through July 17th the 109th Infantry continued a holding position on the hill north of Conde, while the French again attacked further east. The German heavy guns from along the Marne continued their bombardment throughout July 17th and July 18th, but ceased before the end of the latter day. In the meanwhile the 109th had been relieved at 2 o'clock on the afternoon of July 18th and withdrawn for a much needed rest. The combined Franco-American offensive, launched south of Soissons at dawn on July 18th, afforded the chance for the relief.

From July 18th to July 20th the Germans continued to hold the Conde woods, but their chief desire was to get back across the Marne to safety. For the next three days the infantry regiments of the 55th Brigade rested, receiving replacements. They were particularly needed in the 109th. The regiment was minus 803 men on July 22d, the day the replacements arrived. These 803 were accounted for then as follows: Killed, 79; wounded, 107; missing, 317. In the 110th Infantry, where the loss had been entirely from shell fire and gas, save for B and C Companies, the casualties for the period were: Killed, 57; wounded, 137; missing, 226; total, 420.

While the infantry rested, the engineers immediately set to work to prepare for an advance. The 1st Battalion repaired the roads at Moulins, Courthiezy and Chevancy, just south of the Marne, laboring between July 22d and 25th under terrific shell fire. At the same time the 2d Battalion was busy further west, Companies E and F repairing roads from Aulnois through Essomes and Chateau-Thierry, and Company D building a pile trestle bridge across the Marne at the eastern end of Chateau-Thierry.

THROUGH THE HEART OF THE MARNE POCKET

The 56th Brigade was the first to start north in pursuit of the retreating Germans. On the afternoon of July 21st the 111th and 112th Infantry, passing through Chateau-Thierry, crossed the Marne on pontoon bridges and on July 23d, with the 112th in advance, both regiments proceeded toward Grande Rue Fme., where orders were received from Brigadier General William Weigel, of the 56th Brigade, placing the 111th Infantry at the disposal of the 26th (New England National Guard) Division. The order was carried out by 9 a.m. July 23d and the regiment went into camp in the woods to the east and west of the farm. At 3 a.m. on July 24th the 2d and 3d Battalions of the 111th relieved the 101st and 102d Infantry and prepared for an attack the same day at dawn.

At 6.45 a. m. both battalions surged forward, but encountered no opposition. In the meanwhile General Weigel had taken over command of the sector from the 26th Division and the 56th went forward again as a brigade, the 111th on the right and the 112th, under Colonel George C. Bickards, on the left. General Weigel named La Croix Rouge Ferme as the brigade objective. The advance continued, subjected to machine gun fire on the left, until about 1 p.m., when, in attacking through the Forest de Fere, a scalding machine gun fire was met. The far end of the 111th's line, and the 112th were "hung up" and four companies of the 111th—E, H, I and K—with Colonel Shannon in the center, pushed ahead in

the form of a "V" and were almost surrounded. The men of the regiment call it their "Lost Battalion," as the four companies were isolated for two hours until the left and right wings were enabled to close up the gap. As darkness approached and the enemy's resistance redoubled, it was decided to hold the ground so far gained and dig in for the night. Company K was placed in the front line and the balance of the troops echeloned to the rear. All night and through the following morning the Germans shelled the position, but without dislodging the defenders, and on the evening of July 25th the sector was taken over by the 167th Infantry and the 111th returned to Courpoil and Trugny woods for a much needed rest. The 111th remained in Trugny woods until July 28th, when it was moved to Vente Jean de Guillame and held in reserve until August 3d.

On July 27th the 55th Brigade, the 110th Infantry leading, crossed the Marne near Mezy and pushed forward to the Forêt de Fere in support of the 39th French Division. Ahead of the 109th and 110th lay the Oureq country with the front line, from left to right, consisting of the 12d (Rainbow) Division, the 39th French Division and the 3d American Division. That same night the 110th Infantry moved ahead to relieve the 156th French Infantry, effecting the relief by daybreak, when the Pennsylvania regiment was ensconced with the 3d Battalion to the north and west of Courmont, the 2d Battalion on the edge of the village and the 1st Battalion in reserve in a woods two kilometers further west. The 110th faced one of the strongest positions prepared by the enemy in its retreat—a hill known as both 188 and 212, depending upon what elevation different maps happened to give it. The crest of the hill was covered by the Grimpettes woods and in this fastness the Hun had assembled one of the choicest arrays of machine guns flanked by light artillery and protected by skilfully prepared trenches. Along the south slope of the hill flowed the Oureq River, a stream at that season about ten feet wide. The side of the hill up which the 110th was to go was practically bare of vegetation, the only protection being a partially sunken road about midway up the slope.

Before the first attack could be launched, the Regimental Headquarters at Fresnes was struck by a shell which killed Lieutenant Colonel Wallace W. Fetzner and five orderlies. This was on the morning of July 28th. On the afternoon of the same day the 2d Battalion started for the hill. The Oureq was crossed in small combat groups and, reforming on the northern side, the battalion started up, despite a total absence of artillery support. The enemy waited until the advancing doughboys were about 300 yards away and then opened up with rifle and machine gun fire. The effect was deadly. The battalion halted and then the men attempted to work their way forward on their stomachs. But the fire was too severe. After exhausting every effort to get closer to the German lines, the battalion was forced finally to withdraw. Three officers were wounded in the course of the afternoon, they being Lieutenants Robert G. Frasier, Robert B. Herbert and Frederick T. Yeager.

On the morning of July 29th a combined attack was attempted upon the Grimpettes woods and Hill 230, directly north of it. The 3d Battalion attempted to storm the latter position, but was stopped by intensive fire from the summit, and the 2d Battalion fared no better in front of Hill 212. Companies G and E had led off, the former to the west and the latter to the east of the line. Each forced its way upward valiantly, Company G managing to get within 100 yards of the

woods before being held up and Company E penetrating the timber for a short distance. Neither could hold the positions gained, however, and by 9 A.M. were back along the Ourcq where they had started. The two attacks had cost the regiment dearly in both officers and men. In E Company, Captain James E. Zundell was so badly wounded that he died the following day, and Lieutenant William C. Stevenson was instantly killed. Lieutenant Earl R. Churchill of F Company was shot to death by machine gun bullets. Lieutenant George T. Rodgers was killed while observing with the 37 mm. platoon of Headquarters Company. Lieutenant John W. Day of the Machine Gun Company was so badly wounded by a high explosive shell that he died of his injuries on September 7th, and two officers of K Company, Lieutenants Richard Stockton Bullitt and Walter B. Riggle, were killed by machine gun bullets along with thirty-nine men from their company. Among the wounded for that day were Lieutenant Frederick R. Bridges, Company H; Lieutenant Joseph R. Chambers, Company A; Captain Wade T. Kline, Company I; Lieutenant Owen F. McDonnell, Company D; Lieutenant George W. R. Martin, Company A (who remained on duty and was wounded again the following day); Lieutenant Walter S. Peterson, Company C; and Lieutenant George L. Roat, Company A.

In the meanwhile, on July 29th, the 109th Infantry had been swinging to a support position to the left rear of the 110th. The 3d Battalion was in the lead and was advancing during the morning hours under both machine gun and shell fire which was sweeping down the Ourcq valley from Sergy and further north. M Company, under Lieutenant Edward B. Goward, advanced to flank a machine gun which was menacing the balance of the battalion, and to do so had to cross the Ourcq. The platoon in the lead came into the radius of other rapid-fire weapons and Lieutenant Goward was mortally wounded. First Sergeant Howard L. Barnes went to his assistance and was likewise wounded. At this instant, Lieutenant Thomas B. W. Fales, the officer who had brought the remnant of M Company back from the Marne and had been out on a patrol, returned to find the men becoming demoralized. Lieutenant Fales went to the assistance of Sergeant Barnes and then kept on to Lieutenant Goward, but was so seriously wounded before reaching the latter that he died the following day. Despite this setback the 109th reached a narrow gauge railroad on the west bank of the Ourcq and dug in on the night of July 29th, maintaining the position despite a hail of shrapnel and high explosives.

At 2.30 o'clock on the afternoon of July 30th the 110th made its final attack on Hill 212. The regiment was given artillery support at last and, following a heavy barrage, went forward with the entire 3d Battalion and Company D of the 1st Battalion in the lead, and the 2d Battalion in support. Before the attack started the Regimental Headquarters at Courmont had again been hit by a shell and seventeen men, including two captive German officers who were being interrogated, were killed. Despite this the plan as laid down was carried out. The victorious 110th, losing officers and men in large numbers, but undeterred, pressed forward into the woods and over the summit of the hill, clearing it of the enemy and taking hundreds of prisoners. When the fighting was over the bodies of 400 Germans were counted on the ground. Four officers were killed in the attack and twenty-one wounded, the dead being Lieutenant Thomas Massey of G Company; Lieutenant Wilbur Small of D Company; Lieutenant Nelson Perrine of

Headquarters Company and Lieutenant Arthur Walters, who had reported for duty the same day and was in Regimental Headquarters when the shell struck it. Among the wounded officers were Lieutenant Marshall S. Barron, M Company; Lieutenant Walter S. Bates, F Company; Lieutenant Henry H. Bonsall, Headquarters Company; Lieutenant Andrew Boyes, H Company; Lieutenant Philip M. Darby, I Company; Lieutenant Harry M. Foos, Headquarters Company; Lieutenant David Garrison, K Company; Lieutenant Ullman C. Hendler, K Company; Captain John D. Hitchman, Regimental Adjutant; Lieutenant William O. Holmes, I Company; Lieutenant Joseph E. Kerst, A Company; Major Edward Martin, Acting Regimental Commander; Lieutenant William E. Myers, D Company; Lieutenant William E. Pierce, Brigade Adjutant; Lieutenant R. B. Purman, K Company; Lieutenant Charles C. Schrandt, E Company; Lieutenant Franklyn E. Waite, K Company; Lieutenant Homer E. Wellman, L Company, and Lieutenant John W. Woodend, L Company.

While the 110th was winning the Grimpettes woods, the 109th, on the left, was giving sterling support. The 109th crossed the Oureq, the 2d Battalion leading, and stormed the woods in front of Cierges. On this day Sergeant John Winthrop (later killed in action) won special commendation for the way in which he took command of Company G when all of its officers had been wounded. Distinguished Service Cross winners of that day were Major Martin of the 110th; Captain John J. Kennedy of the 110th; Major Thomas B. Anderson (deceased), 110th; Lieutenant Ullman C. Hendler, Company K, 110th and Lieutenant Blake Lightner, 110th.

On the night of July 30th the 110th was relieved, the 109th taking over its position on the crest of Hill 212, and on August 1st the 109th in turn was relieved. Both regiments moved southward to the woods southwest of Le Charnel and there on the night of August 1st a German bombing plane located the camp of the 110th and dropped six bombs, killing twenty-two and wounding eighty men. In the period from July 28th to the air raid the 110th lost ten officers and 220 men killed, 31 officers and 960 men wounded and one officer and 39 men missing. In the same period the 109th lost three officers and fifteen men killed; seven officers and 391 men wounded and 154 men missing. Both regiments had also changed commanding officers, Colonel Brown, of the 109th being succeeded by Colonel Henry W. Coulter, and Colonel Kemp, of the 110th, by Major Martin, the changes being effected by order of Brigadier General Darragh, commanding the 55th Brigade, on the afternoon of July 29th.

FISMES AND BEYOND THE VESLE

Between the 1st and 4th of August the Germans conducted a rapid but successful retreat from Cierges and Sergy to Fismes, on the Vesle, being closely pursued by the 32d American Division which had just swung into the fight. On the night of August 3d the 32d had thrown reconnoitering parties into Fismes, but these were driven out the following morning and it was not until nightfall of August 4th that the town was finally won. On the afternoon of August 3d, with the 56th Brigade leading, the 28th Division started northward to the support of the 32d, the road lying through the Bois Meuniere, Cierges, Sergy, Chamery, Coulanges, Cohan and Dravegny to St. Giles, just south of Fismes.

On the night of August 6th the 2d and 3d Battalions of the 112th Infantry

relieved the 32d Division and occupied the woods lying directly south of the town of Fismes. The space between the woods and the town, known as "Death Valley," was constantly swept by shell fire and, like the town itself, almost untenable. The two battalions consolidated their positions in the night of August 6th, and the morning of the 7th, supported by the fire of the 109th Machine Gun Battalion, succeeded in crossing the Vesle west of Fismes. On the next day the 2d Battalion of the 112th fought its way across the river into Fismette, a small suburb separated from Fismes proper by the 75-foot width of the Vesle and connected by a three-arch stone bridge, the northern third of which had been blown away by shell fire.

In the meanwhile the 103d Engineers had not only repaired the road south of Fismes, but had built the bridge west of Fismes over which the 112th had won its way and had also bridged the Andre River, a small stream running north-westward into the Vesle and which had to be crossed to enter Fismes. It was in this work that Lieutenant Harry C. Hill, of Company A, was severely wounded on August 7th, while directing the erection of wire entanglements and groups of combat trenches south of Fismes.

The 112th was being hard pressed in the hamlet on the north side of the Vesle and, on August 8th, the 1st Battalion of the 111th and the one-pounder platoon of Headquarters Company were sent forward to assist. The battalion reached Fismes early in the morning but was unable to cross the river during daylight hours of August 9th, two officers, Lieutenants Anthony Wausnock, Company A, and James B. Wharton, Company C, and about twenty men being wounded. After darkness on August 9th, the battalion crossed on the shattered bridge and at 1 a.m. on the 10th attacked northward upon the hillside beyond Fismette in an effort to enlarge the holdings on the north bank. It was a daring effort, but enemy machine guns were too numerous for the small force. Within a few hours the battalion had lost some of its finest officers and men including, Captain Edmund W. Lynch and Lieutenant Frank M. Glendenning, killed, and Captain James A. Williams and Lieutenants Robert B. Woodbury, Frank C. Homer, Myer Kostenbaum, Harry J. Keller and Walter Ettinger, wounded. The 2d Battalion of the regiment had started on August 9th to the support of the 1st and on August 10th the 111th took over the entire sector from the 112th. Shortly after midnight on the morning of August 11th, the 3d Battalion tried to throw part of its force into Fismette to the support of the other two battalions. A deadly German barrage stopped the effort after a few men had crossed the river, and these latter remained with the 2d Battalion until August 13th, when the regiment was relieved by the 109th Infantry.

The job of keeping open the lines of communication between the Vesle and Divisional Headquarters in Dravegny, devolved upon the 103d Engineers, and resulted in severe casualties. On August 9th, Captain John H. Ballamy, topographical officer, was killed while acting as liaison officer for the Regimental Commander south of Fismes. Two days later Lieutenant Harry D. Thrasher, camouflage officer, was killed near Resson Farm while directing the camouflage of a battery position, and on August 17th Lieutenant Colonel Frank J. Duffy was struck and instantly killed when a shrapnel burst overhead as he was entering his side car at Courville. His driver died at the same time. All the engineering companies were suffering heavily, as were the men of the 103d Sanitary, Supply and Ammunition Trains.

For the ambulance section of the Sanitary Train, the evacuation of the wounded from Fismette and Fismes was carried on under extraordinary difficulties. On August 10th the 110th Ambulance Company (formerly Ambulance Company No. 2 N. G. P.) which, by the way, had been the only ambulance company available for duty at Conde-en-Brie in mid-July and had evacuated all of the wounded on supply trucks filled with straw, had five of its ambulances caught in Fismes under a terrific barrage. All five machines got through safely, one with its top blown away, the success of the achievement being due to the heroism of Captain George E. McGinnis, Wagoner Orignes P. Biemuller, Private James R. Brown, Private James T. O'Neill and Wagoner Harry E. Roach, who were awarded Distinguished Service Crosses.

The 55th Infantry Brigade came up from the vicinity of St. Giles on August 12th, the 110th Infantry relieving a French regiment to the right of Fismes on that night, and the 109th taking over the defenses of Fismes and Fismette on August 13th. The 109th at first sent only a single company—I—into Fismette, but two days later reinforced it with two platoons from M Company. During its tenure of the town—until the night of August 19th—the slender force, aided by the fire of the 108th Machine Gun Battalion and Company K of the 109th in Fismes, broke up all contemplated counter-attacks and enlarged its holdings. The foothold in Fismette was the only place in the sector where the division was across the Vesle. The line of the 110th, from Fismes eastward and to the north of Courville, was 200 meters south of the Vesle, the enemy having a fortified railroad embankment



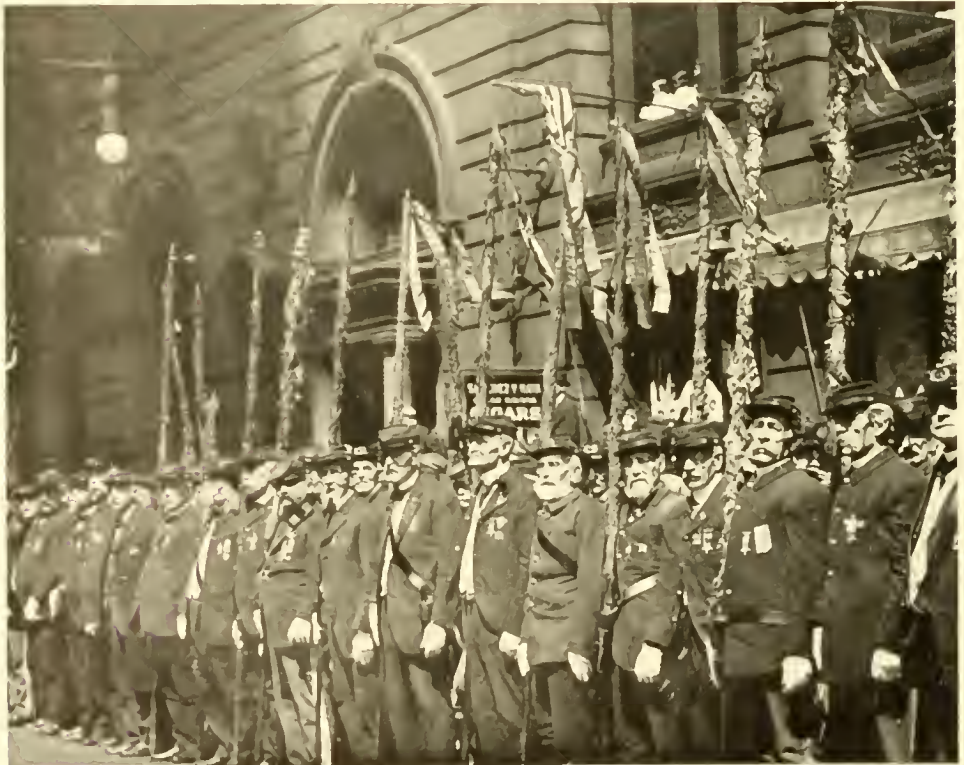
International.

103d Trench Mortar Battery arriving at New York.

between the 110th and the river. From August 12th to August 18th the 1st Battalion of the 110th held the line of resistance, two medical officers, Captains Fred B. Shaffer and Walter J. Shidler, being wounded during the period. On August 18th the 3d Battalion relieved the 1st in the front line and, on the following day, the 109th was relieved in Fismes and Fismette by the 2d Battalion of the 112th Infantry. Until August 25th the 110th was content with a holding position south of the Vesle, the period being filled with night raids, in one of which Lieutenant Augustus Aspenwall, of B Company, was killed. Other casualties of the period included Lieutenant Edward W. Fuge, of A Company, killed August 19th, and Lieutenants William V. Harvey, and Cyrus L. Horner of the Machine Gun Company, wounded August 24th.

A determined effort was made before dawn on August 25th to drive the enemy back across the Vesle, the 3d Battalion of the 110th attacking in a three-wave formation which smashed forward to the objective, but was unable to hold it because of the overwhelming fire from the heights beyond. Companies I and L were enfiladed also by machine gun fire and were forced to withdraw before M Company, which, under Captain Edward J. Stackpole, Jr., held its position until 9.30 A.M., when it also withdrew, the Captain wounded, and another officer, Lieutenant Leonard Jackson, killed. The battalion lost more than one hundred men in the attack.

Emboldened by the success in driving back the 110th, the Germans, on the



Courtesy of Frank W. Buller, Stanley Co. of America.

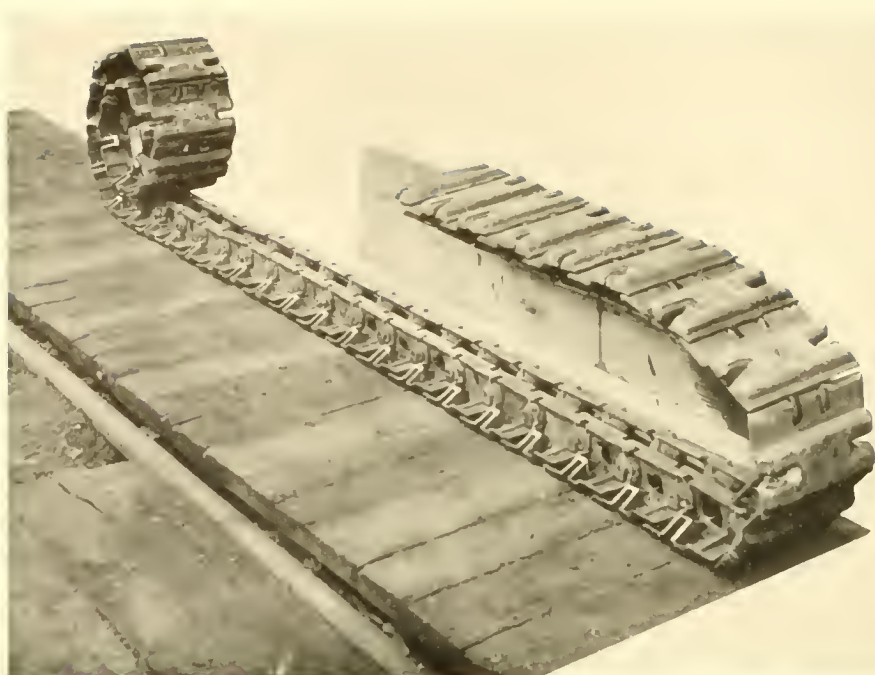
G. A. R. Veterans reviewing World War Troops.

morning of the following day, descended upon the 112th in Fismette, preceding the attack with a barrage which isolated Companies G and H in the town on the north bank. There is a story that a German, attired in an American uniform, ran through Fismette in advance of the attack, seeking to demoralize the defenders. If the story is true, the ruse was not successful, as G and H Companies started to retire in good order. The barrage, however, which prevented reinforcements being sent them, resulted in a total of 111 casualties out of 260 men engaged, the majority being taken prisoner. Captain Edward Schmelzer and Lieutenants Milford W. Fredenburg and Alfred Young were among the prisoners, while Lieutenant Joseph A. Landry was killed. One officer, Lieutenant Benjamin E. Turner, and ten men were the last to evacuate the town, reaching Fismes shortly after dawn of that day.

On the night of August 11th the 53d Artillery Brigade, which had completed its training at Vannes, began to reach the lines of the division south of the Vesle, the 107th and 109th regiments equipped with French 75's and the 108th with 155 howitzers. Batteries from all three swung into position along the front south of Fismes and Villette, relieving French artillery units, and soon making life unbearable for the enemy to the north. All through the last half of August the 53d Artillery Brigade tuned up with preliminary practice on the enemy in the highlands between the Vesle and the Aisne. Casualties were frequent, principally from gas, but valuable coordination with the tried and true infantry units was established and the precision of the brigade's barrages soon won it the confidence of the remainder of the Division. The first fatality occurred on August 18th at Arcis-le-Ponsart, when Lieutenant Henry Howard Houston, 2d. Aide to General Price, the Brigade Commander, was killed by a high explosive shell.

As August waned the pressure of the Franco-American forces north of Soissons began to be felt in the vicinity of Fismes. The enemy appeared restless and it was decided to drive them before they again became stabilized. The first step in this, the triumph of the Oise-Aisne offensive, fell to the 111th Infantry. On the night of August 31st it had gone forward to the relief of the 112th in Fismes and for a short distance to the right of the town. On the afternoon of September 4th the 3d Battalion launched a sudden attack in cooperation with the 77th Division on the left and the 110th Infantry on the right. The attack went home, the 3d Battalion retaking Fismette and driving the defenders pell-mell up the hills to the northward. Further east, the 2d Battalion of the 110th on the same day successfully crossed the Vesle and took Baslieux, a town some distance up the hill to the north of the river. On September 5th the 3d Battalion of the 110th leap-frogged the 2d, and advanced further up the heights, but with the loss of Major Thomas B. Anderson, killed, and Captain Stackpole and Lieutenants John L. Robinson and James T. Taylor, wounded. That night Major General Muir discovered a gap between his Division and the French units to the east and withdrew the 111th Infantry from Fismes, marching it across the front to position on the right of the divisional line in the vicinity of Courlandon. The 77th Division, on the left, took over the Fismes area thus vacated.

The stage was set for the final act. The division was ready to attack, three regiments abreast, with the 110th on the left, the 109th in the center and the 111th on the right, the 112th being divisional reserve. At 1.25 o'clock, preceded by a twenty-five minute barrage, the three regiments started forward on what was



Chain for Army Tractors, made by The Taylor-Wharton Iron and Steel Co.

one of the most desperate battles of the war. From Fismette through Baslieux to Courlandon the air was heavy with gas wave after gas wave, which the Germans rolled down the slope. In the face of this, and of a tremendous concentration of machine gun and artillery fire, the three regiments pushed forward at the rate of 100 yards every two minutes until by 4 o'clock in the afternoon they had advanced approximately three kilometers north of the Vesle, and patrols from the 109th and 110th had fought their way into the little town of Glenne, on the very summit of the plateau between the Vesle and the Aisne. The attack had been driven home to complete success; the Germans were driven back to the Chemin des Dames, north of the Aisne; but the result was not achieved without terrific losses. In the 109th, Colonel Samuel V. Ham, who had succeeded Lieutenant Colonel Coulter, the latter being wounded September 11th, was himself desperately injured and gained the Distinguished Service Cross for his intrepid conduct. With Colonel Ham evacuated, Major Martin of the 110th was detached to take hold of the 109th, and shortly after he left his original regiment, Colonel Frank Tompkins, its Commander, was desperately gassed, the command devolving upon Captain John Aiken, who was also gassed the same day.

The 109th's casualties included Captain F. D. Wolfe of D Company and Lieutenants John Litschert of H Company, Earl R. Davis of F Company and Hazzard Melloy of I Company, killed, and the following officers wounded: Captain John M. Gentner, C Company; Captain Edward J. Meehan, D Company; Lieutenants William S. Cripps, Harold A. Fahr and G. Wingfield Phillips, G Company; Alfred H. Loney, C Company; William T. Gammons, B Company; H. B. Van Ostenbrugge, K Company, and William C. Ross and Alexander H. Latta, Headquarters Company.

In the 110th, Lieutenant Jacob Feldman of D Company was killed and Lieutenant William F. Caldwell so badly wounded that he died on October 9th. Among those wounded or gassed on September 6th and the next day, while the regiment was in a holding position on the heights, were Captain William E. Pierce, Regimental Adjutant; Captain John R. Dunkel, Company G; Captain William M. Sylvis, Medical Detachment; and Lieutenants Stewart M. Alexander, Headquarters Company; John F. Allison, Machine Gun Company; Charles F. Linn and Alvah L. Parsons, Medical Detachment; William W. Moyer, Dental Corps; Robert E. Perkins, Company D; Charles H. Quarles, Company F; William Spirko, Company E. and Chauncey T. Young, Headquarters Company. Lieutenant Young, who was a Sergeant during the engagement, remained on duty although badly gassed, was promoted for gallantry in action, but died from the effect of the gassing before his commission reached him.

In the 111th Infantry, Captain Louis Fielding of E Company was killed and Lieutenants Carroll Missimer and Joseph B. Roulston were wounded.

There were numerous instances of extraordinary heroism on the part of men of both the infantry and artillery regiments. One of the citations went to Captain (then Lieutenant) Hubert W. Dutton of D Company, 109th Infantry, who single-handed charged a German machine gun nest, killed the officer commanding, captured the crew of fourteen men and 1,000 rounds of ammunition and turned the gun on its former owners, keeping it in action for five hours subsequently. Another Distinguished Service Cross man was Lieutenant Allan S. Dayton of Battery C, 107th Field Artillery, who led an infantry patrol out ahead of the line to adjust artillery fire on machine guns, held his advanced post for a half hour until telephonic communication had been established with his regiment and then helped to carry a wounded officer back of the lines.

The Germans tried several counter-attacks on the night of September 6th, but all of them were repulsed by the triumphant 23th, which held its position for the next twenty-four hours and was relieved on September 8th by a French division. This operation marked the conclusion of the 23th's participation as part of a French Corps. It brought the following citation, signed by Generals Matter and Pougin, of the French Army:

From the beginning of the attack the American detachments were signalized by their ardor, bravery and enthusiasm. In spite of the firing of the enemy's heavy and light machine guns, trench mortars and the work of riflemen hidden in trees, these men threw themselves bravely on their adversaries. Fierce hand-to-hand fighting resulted and the combat was most violent—the men never ceased fighting during all the operation, fighting in a way to arouse the enthusiasm and admiration of the French commanders and men of the French Army.

Another citation, from General L. de Mondesir, reads:

American comrades! I am grateful to you for the blood so generously spilled on the soil of my country. I am proud to have commanded you during such days and to have fought with you for the deliverance of the world.

THE ARGONNE

Following its relief on September 8th, the 23th Division was marched eleven kilometers south from the front to a point well below the Vesle, and from there to Epernay. There they were given two days of rest. The next move was on September 13th to Nettancourt. The Division was ordered out on the night of

September 17th, and proceeded by stiff night marches northward toward the Argonne, where, on September 20th, it took over the sector in front of the Argonne Forest and across the Aire Valley, leaving a thin screen of French troops on the outpost line.

The first great American offensive was about to be launched with the 28th Division covering 1,000 yards front, extending from Bourenilles on the east to Cote 285 on the west, with its right held by the 110th Infantry on the west bank of the Aire and its left, with the 112th in line, extending deep into the thick woodlands of the Argonne. The 109th Infantry was in the center of the front line and the 111th in divisional reserve. Little need be said of the great five and a half hours' artillery barrage which covered the broad Meuse-Argonne front in the wee small hours of the morning of September 26th. It is too old a story to retell. The position of the 28th on the morning of September 26th lay between the 77th (New York National Army) Division on the left and the 35th (Kansas and Missouri National Guard) Division on the right. Contact with the 77th was established in the Argonne and the Aire River separated the most eastern regiment of the 28th from the most western one of the 35th.

It was a dense foggy morning, which a preceding smoke screen served to render more opaque, through which the 28th advanced in the opening hours of the drive. Fortunately, the 75's of the 107th and 109th and the 155's of the 108th had thrown the Huns out of their front line trenches, so there was little machine gun or sniper fire to hinder the men in moving forward. As it was, numerous small groups became hopelessly lost in the clouded atmosphere and several times it was necessary to halt and reform. The ground in front of the 109th and 110th was open but extremely hilly, ridge after ridge running in parallel from east to west, while in front of the 112th was the thick woodlands of the Argonne. As a result, the two regiments of the 55th Brigade were able to make more rapid progress than the 112th, and before the first day had ended two battalions of the 111th had been called from reserve to fill the gap. Despite the handicap of the country over which it fought, the 112th made much more rapid progress than the 77th Division on its left flank. On the right, the 110th Infantry stormed the town of Varennes at the point of the bayonet in the late afternoon of September 26th, while the 109th, in the center, pushed forward abreast of it, engaging in spirited contest with machine gunners and snipers, and eventually mopping up the suburbs of Varennes at the same time that the 110th was taking the portion of the town west of the Aire. The 55th Brigade dug in just beyond Varennes for the night, while the 56th continued its fight through the woods a kilometer or so behind. Captain John E. Boyle of the Machine Gun Company, 110th Infantry, was wounded this day, as were three Lieutenants from the 109th: Edward W. Sterling, E Company; Daniel P. Lafferty, F Company, and Charles McFadden, 3d, M Company.

The next day, September 27th, the advance, with the German resistance stiffening, reached and passed Montblainville, a strongly fortified hamlet lying north of Varennes and on the west bank of the Aire. In the 110th Infantry Lieutenants William S. Bonsal, C Company; Stephen W. Dickey, C Company, and Elmer S. Ecay, L Company, were killed. The wounded of the regiment included Lieutenant Frederick G. Bell, F Company; Lieutenant Thomas L. Cort, E Company; Captain William Fish, B Company (who remained on duty); Lieutenant Harry J. Flynn, A Company; Lieutenant Arthur J. Schratweiser, Head-

quarters Company, and Lieutenant Harry J. Traphoner, G Company. In the 109th, Captain John J. Owens, of I Company, and Captain Roland C. Heisler, Regimental Adjutant, were wounded or gassed.

On the morning of September 28th the 55th Brigade launched forward along the Aire and stormed into Apremont, while the 56th Brigade, still finding the woodland hard going, was brought to bay before Le Chene Tendu, a hill lying just west of Apremont. The fighting of the day was terrific. Lieutenant Albert J. Oronsteen of Company G, 110th, was killed, and three Lieutenants, Samuel Hazlehurst, Company L; Joseph S. Ferguson, Company H and Clarence Laird, Company L, were so badly wounded that they died a few days later. In addition the following were wounded: Lieutenant Harry M. Foos, Machine Gun Company; Lieutenant Daniel Fox, Company G; Captain Albert O. King, Headquarters Company; Lieutenant George W. Kuhnbaum, Company E; Lieutenant Frank L. Lynch, Company B; Captain Charles L. McLain, Company F; Lieutenant Arthur Robinson, Company G; Lieutenant Winthrop E. Sullivan, Company B, and Lieutenant Frederick T. Yeager, Company H. In the 109th Infantry, Lieutenant James A. Bonsack, Jr., Company A, was killed, and the following wounded: Lieutenant Harry A. Fryckberg, Company E; Lieutenant Herman Goldstein, Company I; Lieutenant Harry R. Sage, Adjutant, 1st Battalion.

Apremont had been originally set by General Headquarters as the objective of a two day advance. The brains which mapped out the campaign, however, had failed to take into consideration the nature of the terrain lying between the town and Bourenilles. That the 28th Division accomplished the task set for it in three days was remarkable. It had only done so at a terrific cost of men. Regiments were down to half their original strength, and the men surviving were in a bad state from constant exposure and extraordinary physical exertion. Nevertheless, the high command decided on another stroke being necessary before relieving the Division. This stroke was needed because of the slow progress of the 77th Division on the left. Before it could be launched, however, it was necessary for the 55th Brigade to consolidate its positions in Apremont and ward off German counter-attacks, which came with frequency during September 30th and October 1st. It was in one of these on October 1st that the gallant remnant of the 110th and a few companies of the 109th withstood the assault of far superior numbers, and Brigadier General Dennis E. Nolan of the 55th Brigade won the Distinguished Service Cross by fighting in the ranks with the doughboys. The Distinguished Service Cross went also to Lieutenant Colonel Joseph H. Thompson of the 110th Infantry and Lieutenant Andrew B. Lynch of the same regiment, who performed meritorious service in repulsing the counter-attack. Lieutenant Leslie W. Horn of D Company, 110th, and Lieutenant Charles R. Rowan of G Company were both so severely wounded that they died within a few hours. On September 29th Lieutenant John V. Merrick, Company D, and Lieutenant Chester A. Stover, Company M, were wounded and Lieutenant Guyon J. Wierman, Company D, was taken prisoner.

About the same time that the counter-attacks were being repulsed by the 55th Brigade, the 56th Brigade was attempting, but vainly at first, to take Le Chene Tendu. So strongly fortified were the Germans that the position seemed impregnable to an unsupported infantry attack. The 53d Artillery Brigade was rendering all the assistance possible, the 109th Artillery, in Apremont, having

already been badly gassed and shelled. On October 4th, Colonel Asher Miner of the 109th Artillery was badly wounded.

Such, then, was the situation when on October 6th the 103d Trench Mortar Battery, its men exhausted after days of toil over the muddy road and harassed by constant shell fire, reached the 56th Brigade line and for the first time put their wicked mortars into action. On that day the 103d Trench Mortar Battery justified itself completely. Its shells, deluging the ridge and the trenches beyond, literally blew the Germans out of the way so that the 111th on the right and the 112th on the left were finally able to push forward and take with slight loss the position which had cost them dearly enough during the preceding week.

The 77th Division on the left was getting into more and more trouble, its "Lost Battalion" having suddenly sprung into history, and it was to save this battalion and also to clear the path for the farther advance of the New York Division that the final phase of the 28th's participation in the Meuse-Argonne offensive began. It was the morning of October 7th. Ahead lay the town of Chatel Chehery, with Hill 223 on the right flank and Hill 244 on the left. The original plan was for the 327th Infantry, of the 82d Division, to the right of the 28th, to take Hill 223 while the 55th Brigade captured the town of Chatel Chehery and the 56th Brigade stormed Hill 244. Under this arrangement, the advance of the 55th and 56th Brigades began on the morning of October 7th, and by 10 o'clock the 109th and 110th were into and through Chatel Chehery, driving the Huns from house to house at the point of the bayonet, while the 112th Infantry was advancing upon Hill 244 and the 111th Infantry was supporting both brigades. However, the 327th Infantry was held up south of Hill 223 and the Germans, in force on this eminence, were delivering a severe enfilading fire upon the occupants of Chatel Chehery. In this emergency the 2d Battalion of the 109th Infantry was sent to clean up Hill 223 and succeeded after a brief struggle. The 112th also made history by the way in which it succeeded in storming Hill 244. By nightfall of October 7th the Division, or what was left of it, had cleared the entire region of the enemy, thrusting a menacing salient into the Argonne which had the immediate result desired—the rapid evacuation of that territory by the Germans, who had been holding up the 77th Division and surrounding the "Lost Battalion." One day later, October 9th, the entire 28th Division was relieved



Fourteen-inch Naval Gun, Railway Mount, in action. Built by The Baldwin Locomotive Works.

by the 32d, the men being marched back through Apremont to Varennes and there loaded on motor trucks and taken southeastward.

THE ARTILLERY IN BELGIUM

A few days later General Headquarters was asked by the British for a good artillery brigade to act in conjunction with one of the American divisions in Belgium. Two artillery brigades, the identities of which are not given, had failed the 91st American Division on the Ypres front and, according to reports, had delivered barrages which fell short and endangered the advancing infantry. General Headquarters responded by detaching the 53d Artillery Brigade from the 28th Division and entraining it on October 18th at St. Menchould for a two-day ride half-way across France to Calais and Dunkirk. As the operations of the artillery brigade from then until the end of the war were entirely apart from the movements of the balance of the Division, it will be best to take each up separately.

With the brigade of artillery went the horse battalion of the 103d Ammunition Train and all of the units, after detraining, moved into Ypres for the night of October 20th. They started forward the next morning and on October 29th went into action in the vicinity of Boschmolens. Between October 29th and November 11th the brigade was almost constantly in action. Its record shows a string of Belgian War Crosses awarded to the men of the various units for individual bravery, and a brigade citation, which went to Sergeant Major Howard Taylor, of the horse battalion of the Ammunition Train for the way in which he reorganized two sections of E Company, which had been demoralized and damaged by Hun air raiders during the night of October 30th between Boschmolens and Oyen. On Armistice Day the artillery brigade had reached Audenarde, but did no actual firing after November 10th. From Audenarde it marched through a number of Belgian towns and, after a month spent in the north, entrained for Le Mans, in the embarkation area, where the rest of the Division joined it in April.

THE WORK OF THE DRAFT BOARDS*



O group of men rendered a more arduous, patriotic service in Philadelphia than the members of the fifty-one Local and two District Draft Boards and those who cooperated with the Boards in the capacity of Legal and Medical Advisers. It is unfortunate that no résumé has been made of their activities, and the following summary is too fragmentary to do them justice. However, they have the personal conviction that, called upon to aid in enrolling the young manhood of the City for the Army and Navy, they served disinterestedly and with signal success.

The Selective Service Law was enacted by Congress on May 18, 1917, and June 5, 1917, was fixed by the President as the day on which all males, between the ages of twenty-one and thirty years, inclusive, were required to register. Within that short period of time, a great administrative machine was set up. Following the initial registration many other problems were met and overcome, and



Courtesy of Frank W. Bulder, Stanley Co. of America.

Fathers and Sons checking up the draft numbers.

*Summarized by the Secretary of the Philadelphia War History Committee from the records of Major William G. Murdock and the reports of the Provost Marshal-General.



Courtesy of Frank W. Buhler, Stanley Co. of America.

Drafted Men escorted by band.

"on July 30, 1917, the Army assimilated the first man selected under the operations of the Act, and by September 1, 1917, the date by which the Act had originally been called upon to produce the first 30 per cent of the initial Draft, the Selective Service System stood ready to deliver to the national Cantonments 180,000 selected men."

All work in connection with the various Drafts was done under the direction of Major General Enoch H. Crowder, the Provost Marshal-General.

Major William G. Murdock, U. S. A., was appointed the Draft Executive and Disbursing Officer for Pennsylvania. Upon the recommendation of Mayor Smith, the members of the Registration (later Draft) Boards, and of the Legal and Medical Advisory Boards, were appointed by Governor Brumbaugh. Major Frank C. Hammond, M. C., was appointed as Medical Aide in the late summer of 1918.

The area assigned to the Boards followed, generally, the Ward lines and, as far as possible, the Election officials assisted in the registrations. Each Local Board had a Legal Advisory Board and, in Philadelphia, there were fifteen Medical Advisory Boards. Local Boards had original jurisdiction in all claims, except Industrial and Agricultural, in which the District Boards had original jurisdiction. Members of the Local Draft Boards were paid \$1.00 per day, under the First Draft regulations. When the "Questionnaire System" was adopted, and until September 1, 1918, they were paid in proportion to the number of "Questionnaires" filled out. Finally, they were allowed a dollar an hour with a maximum fee of ten dollars per day.

The first registration day was June 5, 1917, for all males within the ages of twenty-one and thirty years, inclusive.

The second registration day was exactly one year later, June 5, 1918. At this time all males who since June 5, 1917, had become twenty-one years of age were required to register.

The third registration day was on August 21, 1918, and was similar in purpose to the second registration day.

The fourth and final registration day was on September 12, 1918. All males between the ages of eighteen and forty-five years, inclusive, who had not previously registered, were enrolled by the Draft Boards.

The following table gives the total number of actual registrants and the total number of inductions in Philadelphia:

Local Boards	Number of Actual Registrants, June 5, 1917	Number of Actual Registrants, June 5th and August 21, 1918	Number of Actual Registrants, September 12, 1918	Total Number of Actual Registrants	Total Number of Inductions
1	5,077	116	5,995	11,518	1,668
2	1,138	358	5,324	10,120	1,868
3	2,873	233	3,475	6,581	684
4	5,006	136	Combined with No. 6	5,442	1,153
5	3,267	223	1,609	8,099	774
6	5,164	162	11,852	20,475	2,017
7	3,249	250	5,230	8,699	1,120
8	1,961	372	7,328	12,664	1,298
9	1,680	384	6,277	11,341	1,552
10	3,114	285	1,244	7,613	723
11	2,865	264	3,403	6,532	638
12	1,444	113	6,082	10,909	1,377
13	5,228	526	6,936	12,690	1,611
14	3,488	270	1,429	8,487	996
15	4,587	107	2,553	1,247	584
16	2,949	257	3,863	7,069	858
17	2,022	173	3,039	5,234	688
18	3,769	318	1,960	9,017	1,476
19	2,743	212	3,830	6,815	902
20	2,699	273	3,815	6,787	763
21	1,740	159	5,969	11,168	1,585
22	6,495	626	8,276	15,397	1,951
23	2,467	197	3,027	5,391	548
24	1,908	181	2,684	4,773	671
25	2,749	256	3,899	6,904	907
26	2,981	281	3,979	7,244	938
27	3,817	326	5,243	9,386	1,558
28	2,632	265	3,443	6,310	939
29	3,836	386	5,545	9,767	1,161
30	2,922	275	1,106	7,303	732
31	3,464	285	4,046	7,465	837
32	2,748	236	1,603	7,587	910
33	3,389	282	1,963	8,634	970
34	2,668	212	3,945	6,825	740
35	5,458	528	7,332	13,318	2,106
36	2,049	199	2,853	5,071	684
37	5,399	382	6,756	12,537	1,386
38	2,439	161	2,653	1,953	555
39	3,222	264	3,823	7,309	906
40	4,785	393	5,594	10,772	1,615
41	3,323	282	1,981	8,586	845
42	3,415	360	1,982	8,457	791
43	4,433	365	7,483	11,984	1,412
44	2,931	237	1,074	7,239	787
45	2,364	245	3,455	5,734	777
46	1,307	124	5,979	10,710	1,281
47	1,129	312	1,820	9,264	1,080
48	3,462	202	5,048	8,382	863
49	3,425	236	5,457	8,848	683
50	2,792	271	1,087	7,150	973
51	2,606	230	3,191	6,027	756
Totals	179,985	15,626	245,844	440,555	53,427

DRAFT BOARDS

(August 1, 1918.)

EASTERN JUDICIAL DISTRICT

DISTRICT BOARD FOR DIVISION NO. 1

(Local Boards 1, 2, 3, 4, 5, 6, 7, 8, 22, 23, 27, 35, 39, 40, 41, 42, 43, 49, 51.)

John Cadwalader, Chairman	Julius Lamor
Dr. Charles H. Willits, Secretary	Samuel S. Fels
Samuel T. Bodine	Edward C. Carson, Chief Clerk

DISTRICT BOARD FOR DIVISION NO. 2*

(Local Boards 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 24, 25, 26, 28, 29, 30, 31, 32, 33, 34, 36, 37, 38, 43, 44, 45, 46, 47, 50.)

Walter Willard, Chairman	Alexander Lawrence, Jr.
James C. McDonald	Charles H. Lafferty
Bronte Greenwood, Jr., Chief Clerk	

LOCAL BOARDS AND LEGAL ADVISORY BOARDS

DIVISION NO. 1—James A. Roberts, Chairman; Dr. Morris Cornfield, J. Harry Evans, J. W. Scott, Chief Clerk. Legal Advisory Board: Morris J. Speiser, Chairman; David Phillips, Herbert Salus.

DIVISION NO. 2—Whitmore C. Chambers, Chairman; Henry C. Rohlfing, Dr. Michael L. Levitt, Jos. M. Fruchter, Chief Clerk. Legal Advisory Board: Edwin Jaquett-Sellers, Chairman; William J. Smyth, John J. Sullivan.

DIVISION NO. 3—Augustus W. Murphy, Chairman; Dr. John H. Remig, Eugene McCarron, Matthew Rogers, Chief Clerk. Legal Advisory Board: Harry Mesirev, Chairman; Arthur Hagen Miller, Thomas F. McNichol.

DIVISION NO. 4—Norton O. Harris, Chairman; Albert Niedelman, Dr. Samuel F. Levin, Abraham Cohen, Chief Clerk. Legal Advisory Board: Dwight M. Lowry, Chairman; Theo J. Grayson, Meyer Sack. (Later abolished. Local Board No. 6 given jurisdiction over former registrants and territory.)

DIVISION NO. 5—John P. Connors, Chairman; Daniel J. Connelly, Dr. Win. MacIntosh, Miss Helen Harrigan, Chief Clerk. Legal Advisory Board: John Weaver, Chairman; Thos. A. Meagher, John P. Connelly.

DIVISION NO. 6—George W. Long, Chairman; John C. Hinekey, R. Francis Taylor, Graham C. Woodward, Clinton Rogers Woodruff, H. W. Reilly, Chief Clerk. Legal Advisory Board: Robert Levin, Chairman; Thomas Beath, I. Smith Raspin.

DIVISION NO. 7—William Campbell Posey, Chairman; Edwin C. Atkinson, John H. Egan, Alexander C. Finley, Chief Clerk. Legal Advisory Board: Thomas W. Barlow, Chairman; Albert B. Weimer, Stanley Folz.

DIVISION NO. 8—Edward F. Swift, Chairman; John L. Hazelton, Dr. William S. Hoffman, Harry H. Hornstine, M. D., Chief Clerk. Legal Advisory Board: William F. Borke, Chairman; William T. Connor, Emanuel Furth.

DIVISION NO. 9—Clarence L. Harper, Chairman; Daniel Gumbel, Dr. John Wanamaker, 3d, Albert C. Bonniel, Chief Clerk. Legal Advisory Board: Robert W. Skinner, Jr., Chairman; William M. Boenning, Alfred M. Mohr.

DIVISION NO. 10—Rev. A. D. Geist, Chairman; Joseph Rosenbuth. Legal Advisory Board: J. Frederick Martin, Chairman; Clinton O. Mayer, Samuel Wolf.

DIVISION NO. 11—John Baker Tuttle, Chairman; Harry E. Walter, Dr. Robert McCreight, Barbara Berryman, Chief Clerk. Legal Advisory Board: Frederick J. Knauss, Chairman; Chas. H. Edmunds.

*NOTE.—One District Board was later established in Philadelphia, known as the District Board for the City of Philadelphia. Membership consisted of members of former District Board No. 1.

DIVISION No. 12—Thos. B. Harbison, Chairman; Harrison Duffield, M. D., Dr. Robert Judge, A. W. Dougherty, Chief Clerk. Legal Advisory Board: David Lavis, Chairman; Isaac Yocum, Isaac Hassler.

DIVISION No. 13—Frank Buck, Chairman; Philip E. Wright, Dr. Samuel J. Ottinger, Howard P. E. Runner, Chief Clerk. Legal Advisory Board: Max Aron, Chairman; Clinton A. Sowers, Thomas Fahy.

DIVISION No. 14—Dr. John S. Woodruff, Chairman; Dr. David D. Custer, Arthur R. Littlewood, Raymond V. John, Chief Clerk. Legal Advisory Board: Alfred R. Haig, Chairman; Frederick A. Soberheimer, Raymond V. John.

DIVISION No. 15—Jos. M. Jennings, Chairman; George B. Linnard, Dr. Biddle R. Marsden, Robert E. Hirdeman, Chief Clerk. Legal Advisory Board: Elles Ames Ballard, Chairman; John A. Brown, John B. Colahan, 3d.

DIVISION No. 16—John J. Courtney, Chairman; Dr. John R. Minchart, Robert T. Mitchell, Joseph A. Bowes, Chief Clerk. Legal Advisory Board: Edward Hopkinson, Jr., Chairman; Shippen Lewis, Charles Hunsicker.

DIVISION No. 17—William Blackwood, Chairman; James B. King, Dr. Chas. A. Currie, Thomas M. Gallagher, Chief Clerk. Legal Advisory Board: B. W. Archbald, Jr., Francis Chapman, Francis B. Bracken.

DIVISION No. 18—Henry K. Fries, Chairman; James T. Nulty, Dr. George C. Hanna, John T. Nulty, Chief Clerk. Legal Advisory Board: Henry S. Borneman, Chairman; William H. Peace, B. O. Moon.

DIVISION No. 19—Stacy H. White, Chairman; Allen M. Eberheart, Dr. A. Wiese Hammer, Legal Advisory Board: William B. Linn, Chairman; J. Washington Logue, Ernest L. Tustin.

DIVISION No. 20—Theodore J. Lewis, Chairman; Dr. T. J. d'Apéry, Ross E. Williams, W. H. Norris, Chief Clerk. Legal Advisory Board: Joseph B. Wilson, Chairman; T. Henry Walnut, David J. Smythe.



Courtesy of L and W Bulmer-Stanley Co. of America.

This Bowl is now in Independence Hall.

DIVISION No. 21—Eugene Ziegler, Chairman; William H. Zeigler, Joseph M. Smith, Daniel McCormick, Chief Clerk. Legal Advisory Board: Everett A. Schofield, Chairman; Horace Stern, James H. Wolfe.

DIVISION No. 22—Joseph W. Gardiner, Chairman; Willard E. Barcus, John H. Bailey, H. Walford Gardiner, Chief Clerk. Legal Advisory Board: C. Berkeley Taylor, Chairman; John Cadwalader, Jr., Charles S. Wesley.

DIVISION No. 23—Francis H. Shields, Chairman; Dr. John D. Ward, Frank W. Sheaffer, Max Gordon, Chief Clerk. Legal Advisory Board: John Stokes Adams, Chairman; Francis H. Bohlen, B. Gordon Bromley.

DIVISION No. 24—Andrew C. Keeley, Chairman; Dr. Deacon Steinmetz, Albert D. Kohler, Arthur R. King, Chief Clerk. Legal Advisory Board: Chester N. Farr, Chairman; Layton M. Schoch, James C. Jones.

DIVISION No. 25—Dr. Arthur D. Kurtz, Chairman; Dr. Augustus H. Clagett, Harry A. Ade, Chief Clerk. Legal Advisory Board: W. S. R. Ferguson, Chairman; A. W. Sansom, Albert W. Shields.

DIVISION No. 26—William Abrahams, Chairman; G. Ayres Swayze, Dr. Chas. E. Bricker, George H. Rettner, Chief Clerk. Legal Advisory Board: Max Hertzberg, Chairman; John Dickey, Leo MacFarland.

DIVISION No. 27—Lawrence Farrell, Chairman; William P. Tinney, Dr. Alfred C. Marshall, Francis A. Cotney, Chief Clerk. Legal Advisory Board: John C. Hinkley, Chairman; Murdoch Kendrick, Charles Sinkler.

DIVISION No. 28—H. Watson Barras, Chairman; Dr. George Sinnamon, Frank H. Longshore, Chief Clerk. Legal Advisory Board: A. H. Wintersteem, Frank M. Riter, Samuel B. Scott.

DIVISION No. 29—Lorenzo Smith, Chairman; Dr. James A. Brady, Dr. William T. Ellis, Paul W. Smith, Chief Clerk. Legal Advisory Board: Frederick J. Geiger, Julius C. Levi, Joseph P. McCullen.

DIVISION No. 30—Dr. H. B. Keech, Chairman; Dr. J. P. Emich, Edw. H. Weber, L. W. Keech, Chief Clerk. Legal Advisory Board: Russell Duane, Chairman; John M. Scott, Francis S. McIlhenny.

DIVISION No. 31—John W. Mortimer, Chairman; Edwin L. Hoffman, Dr. Edw. C. Kottcamp, Edw. C. Kottcamp, Chief Clerk. Legal Advisory Board: C. W. Van Artsdalen, Chairman; Samuel W. Cooper, Frederick C. Newbourg, Jr.

DIVISION No. 32—W. R. Nicholson, Chairman; John P. Dwyer, Dr. Frank B. Hancock, Marie Gibbs, Chief Clerk. Legal Advisory Board: Robert A. Beggs, Jr., Chairman; Harold B. Beidler, C. Oscar Beasley.

DIVISION No. 33—Chas. E. Gill, Chairman; Dr. R. H. McCarty, Jr., David A. Kerr, Chief Clerk. Legal Advisory Board: Albert P. Gerhard, Chairman; Sydney Young, Chas. S. Wood.

DIVISION No. 34—Casper M. Titus, Chairman; Richard S. Wilson, Dr. George F. Enoch, Horace Stoy, Chief Clerk. Legal Advisory Board: Thomas Kilby Smith, Chairman; Frederick Beyer, Geo. W. Harkins, Jr.

DIVISION No. 35—David C. Patchell, Chairman; Dr. A. F. Allman, Thomas McCallTrey, Chief Clerk. Legal Advisory Board: Horace Rumsey, Chairman; Edw. Wells.

DIVISION No. 36—Dr. John A. Bogar, Chairman; Richard V. Farley, Dr. Phil Kurtz, John A. Nagle, Jr., Chief Clerk. Legal Advisory Board: Joseph G. Magee, Chairman; David Mandell, Jr., Ormond Rambo.

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PHILADELPHIA AND THE 79TH DIVISION

Prepared under the Direction of COLONEL J. FRANK BARBER,
Chairman, Historical Committee, 79th Division Association



THE largest group of Philadelphia men inducted into the National Army through Selective Service formed the major part of the 79th Division and served with that organization during the World War. Originally the personnel of the 79th was to have been drawn in entirety from the thirty-seven eastern counties of Pennsylvania and the State of Maryland and the District of Columbia. While this plan had to be abandoned, large drafts of the original Pennsylvanians being forwarded to other divisions after some months training with the 79th, there yet remained a substantial Pennsylvania and Maryland majority in each divisional unit. The balance consisted of Selective Service men from New York, Rhode Island, Connecticut, West Virginia, District of Columbia and Ohio. In the beginning there had been an effort to organize battalions and regiments along geographical lines, with the result that Philadelphians were assembled in certain groups. The ratio of depletion in these groups was the same as in all others, so that "all Philadelphia" units ceased to exist but a Philadelphia majority remained.

The officer personnel, on the other hand, underwent slight changes and, having been chiefly drawn from Pennsylvania (Reserve Officers from the First Officers' Training Camp at Fort Niagara), remained thus throughout. Philadelphia was very largely represented among the officers, whether it was a unit of Pennsylvanians or of Marylanders.

Thus, with Philadelphians in all units, an account of this city's men in the Division can be presented properly only through a summarized history of the Division in its entirety. Such then is the purpose of this chapter and if emphasis is laid upon Philadelphians, it must be remembered that this volume is primarily for Philadelphia readers.

CAMP MEADE TO EMBARKATION

The 79th Division was one of the sixteen National Army divisions authorized under the Act of May 18, 1917, but the establishment of a cantonment consumed so much time that it was not until late August, of the same year, that actual creation began.

It was a long cry indeed from June 5th—National Registration Day—to late August, when the local Draft Boards were ready with the first "calls" for the new National Army, but if the personnel was to be slow of assembling, the preliminary measures were not neglected. The First Officers' Training Camp at Fort Niagara was preparing more than 1,100 candidates for commissions; barracks, mess halls, etc., were springing up like mushrooms at Admiral, Md., the site selected and designated as Camp Meade named for that gallant Pennsylvanian who turned back the Southern host at Gettysburg.



Courtesy of Frank W. Buhler, Stanley Co. of America

On the way to Camp.

Major General (then Brigadier General) Joseph E. Kuhn arrived at Camp Meade as Division Commander on August 25th. Four days later came 1,100 graduates of Fort Niagara, commissioned as lieutenants, captains and majors after three months of intensive training. On August 29th also 600 men from the Regular Army were assigned as drill-masters and "non-coms" and the regular officers to command the various regiments arrived. By mid-September the skeleton framework of the Division was ready for the enlisted personnel. Construction on the cantonment was being pushed rapidly, in the effort to complete its housing capacity for 40,000 men as fast as they should arrive from the different Draft Boards.

The first Draft Contingent arrived on September 19th, and the concentration of Selective Service men upon the camp continued for eleven days, during which time the local Draft Boards of Philadelphia alone sent 45 per cent of the first draft call of 14,215 men. The first Draft Contingent to reach the camp on September 19th, and which was greeted personally by General Kuhn, consisted of 369 men from three West Philadelphia local boards.

Philadelphia completed sending the first call of 14,215 men on February 27, 1918, the departure having been divided as follows: 45 per cent by September 23d, 5 per cent by October 6th, 35 per cent by November 4th, and 15 per cent by February 27th.

Following the plan to organize along geographical lines, the bulk of the Phila-



Courtesy of Frank W. Buhler, Stanley Co. of America.

South Philadelphia Speeds its Drafted Men.



Courtesy of Frank W. Buhler, Stanley Co. of America.

After the cheers had ceased.



Courtesy of Frank W. Buhler, Stanley Co. of America.
Inspection of Drafted Men.

delphians were assigned to the 312th Artillery and the 315th Infantry. This latter unit from then on became known as "Philadelphia's Own." Many from this city also went to the 314th Infantry, the 304th Engineers, the 304th Trench Mortar Battery, and the 312th Field Artillery. Others were scattered through practically all organizations. The accompanying table shows the predominating personnel along geographical lines:

UNIT	FROM
79th Headquarters Troop	Area at large
310th Machine Gun Battalion	Eastern Pennsylvania
313th Infantry.....	Baltimore and vicinity
314th Infantry.....	Pennsylvania anthracite region
311th Machine Gun Battalion	Eastern Pennsylvania
315th Infantry	Philadelphia
316th Infantry.....	Rural Eastern Pennsylvania
312th Machine Gun Battalion	District of Columbia
304th Engineers.....	Philadelphia and Central Pennsylvania
310th Artillery.....	Eastern Pennsylvania and Maryland
311th Artillery.....	Pennsylvania anthracite region
312th Artillery.....	Philadelphia
304th Train Headquarters	Eastern Pennsylvania
304th Supply Train	Maryland and Eastern Pennsylvania
304th Sanitary Train	Eastern Pennsylvania
304th Ammunition Train	Maryland and Eastern Pennsylvania
304th Field Signal Battalion	Area at large
304th Trench Mortar Battery	Philadelphia and vicinity
79th Military Police.....	Eastern Pennsylvania

The total personnel of the Division in October, 1917, had reached about 20,000 men, but instead of the remaining 7,000 being assigned, the War Department began

the first of a long series of drafts which took from the Division some of its best men. Between October, 1917, and June, 1918, these drafts pared down the divisional strength to 12,000 men, despite the fact that thousands were coming in monthly. In fact, in that period some 80,000 men were trained at Camp Meade and 75 per cent of them transferred elsewhere. From Philadelphia a second Draft Contingent for Meade began to arrive on April 2, 1918, and on April 27th began a five-day movement of several thousand men. On May 26th, 1,200 men were sent to the camp from this city, and these formed part of the final assignment which brought so many from other states to the Division.

The long training period at Camp Meade was featured by one big event when, on April 6, 1918, the first anniversary of America's entry into the war, the Division hiked to Baltimore and held a grand review in that city before President Wilson. The showing of the Division was remarkable, especially in view of the fact that many of the men had quit civilian life not more than a month before.

Within three months after the review at Baltimore the Division was considered ready for overseas. The great July movement of troops was under way, a movement which eclipsed all world records in transportation overseas, and the 79th was dispatched as one of the first to start for France in that period. On June 30th, General Kuhn and his staff sailed from New York on the U. S. S. *Calamares*. On July 6th the various organizations began to leave Camp Meade by troop train. On July 8th the *Leviathan* (formerly the Hamburg-American liner *Vaterland*) sailed from Hoboken with the Division Headquarters, Headquarters Troop, 310th Machine Gun Battalion, 157th Infantry Brigade complete (313th and 314th Infantry and 311th Machine Gun Battalion), and the 304th Field Signal Battalion—more than 12,000 men. The balance of the Division—artillery brigade excepted—sailed in a convoy of five transports on July 9th. These vessels, the *Agamemnon*, *America*, *La France*, *Mt. Vernon* and *Orizaba*, carried the 158th Infantry Brigade complete (315th and 316th Infantry, and 312th Machine Gun Battalion), the 304th Engineers, and the Supply, Sanitary and Divisional trains. The 154th Artillery Brigade and the Ammunition Train sailed from Philadelphia on July 11th, the transports carrying them being the *Haverford*, *North Land*, *Saxonia*, *Mesaba*, *Nevada* and *Morrada*.

TRAINING IN FRANCE

On July 15th, the day that Ludendorff launched the fifth and final German offensive on the Rheims-Chateau-Thierry front, the *Leviathan* steamed into Brest with the first 12,000 men of the Division. On July 18th, the first day of Foch's Franco-American counter-offensive between Soissons and Chateau-Thierry, the second convoy of transports with the balance of the infantry and divisional troops reached the same port. On the last day of the month, the artillery brigade landed in England, and on August 6th the 310th and 311th regiments crossed the Channel to Cherbourg and the 312th to Le Havre. The entire Division was in France.

The 154th Artillery Brigade did not join the balance of the Division. Immediately after its arrival in France it was sent to the artillery training area in the vicinity of Montmorillon. The brigade trained hard through August, September, and part of October, being ready to go into the line on October 16th. But it was not to be. Just as lack of equipment had compelled it to train with wooden dummy guns at Camp Meade, so lack of equipment kept it impotent in its training

area until after the armistice. It was a terrible disappointment to the gallant artillerymen. Through no fault of their own they were barred from firing a single gun at the enemy, and nothing which can be said in compliment can assuage the bitterness which swept over officers and men when thus deprived of what had been their goal and ambition through months of training.

The balance of the Division, upon arrival at Brest, had been assigned to the Twelfth Training Area around Chatillon-sur-Seine. Only the 157th Infantry Brigade had reached the spot, however, when the order was countermanded and the Division ordered to the Tenth Training Area in the vicinity of Prauthoy and Champlitte. The last unit of the Division (the artillery brigade is excluded hereafter in referring to the Division) reached Prauthoy on July 29th.

August and the first week of September was a hectic period of intensive training. A French Mission was assigned to the Division, and officers and men learned more about war and its methods than they had in a much longer time at Camp Meade. Combat lessons were the chief items on a crowded curriculum, and officers and men absorbed everything with avidity. While in this area the influenza epidemic made its appearance and many men, suffering from the disease, had to be evacuated.

On September 7th the Division was ordered to entrain the following day for the Robert Espagne Area, east of Bar-le-Duc, and to report to the 2d French Army for tactical control and administration. For three days, mostly through rain and mud, the Division, alternating with rail and truck train, moved upon its new area, and on September 12th was ordered to take over the Avocourt-Malancourt Sector (known as Sector 304), which lay due south of Montfaucon. The relief was completed during the night of September 15-16th, the 157th Brigade taking over the left brigade sector and the 158th Brigade the right brigade sector. The front at that time was about six and one-half kilometers in width and extended from one kilometer west of Avoourt to a point 500 meters southeast of Haucourt.

The first encounters with the enemy occurred during the period between September 16th and 22d. Both were trench raids undertaken by the Germans and repulsed by elements of the 313th Infantry. The first was a minor affair, which cost the Germans the life of a young guard officer whose body was found in front of the trenches the following morning. The second raid was undertaken by picked "sturm" troops, and followed a severe artillery bombardment and a box barrage. It was the first real trial for the Americans and the men held splendidly, inflicting severe losses upon the enemy, although losing three men killed, nine wounded and one taken prisoner.

From September 22d to the night of September 25th the stage was set for the first great American offensive, afterwards to go down into history as the first phase of the Meuse-Argonne battle. The original six and one-half kilometer front of the 79th was contracted to two and one-half kilometers. The whole American front for the first great offensive is familiar to all. It covered forty kilometers (twenty-five miles), extending from the western boundary of the Argonne Forest on the left to the Meuse River on the right, with the line in between held by nine divisions. The 1st Corps, with the 77th, 28th and 35th divisions in line from left to right, was stationed on the western flank; the 3d Corps, with the 4th, 80th and 33d divisions from left to right on the eastern flank, and the 5th Corps in the center. The 79th Division was the easternmost of the three divisions of the 5th



Article of the Evening Bulletin

79th Division Men Docking at Philadelphia.

Corps. It held liaison with the 4th Division of the 3d Corps on the right and with the 37th Division of the 5th Corps on the left. Beyond the 37th, on the west lay the 91st Division, the left of which reached the line of the 1st Corps.

On the night of September 25th, the 79th began preparations for the offensive. The 157th Brigade, commanded by Brigadier General William J. Nicholson, and consisting of the 313th Infantry (Colonel Claude B. Sweezy) and the 314th Infantry (Colonel William M. Oury), had taken over the front line, with the 158th Brigade in support. The 158th Brigade consisted of the 315th Infantry (Colonel Alden C. Knowles), and the 316th Infantry (Colonel Oscar J. Charles). The Division was formed for an attack on a brigade front, the 313th on the left and the 314th on the right. Behind the 313th lay the 316th, and behind the 314th the 315th. Each regiment was prepared to attack with two battalions, holding one battalion in brigade reserve. The lessons at Meade and Prunthoy were about to be demonstrated in cold reality.

THE MEUSE-ARGONNE VIA MONTFAUCON

The opening blast of the Franco-American artillery on the morning of September 26th heralded a bombardment never before equalled in warfare. Some 3,000 guns of every caliber spoke incessantly on that forty-kilometer front, thundering away minute after minute, hour after hour, upon the first, second and third positions of the enemy until, at 5 o'clock, a thick smoke screen was rolled forward from the American front, followed by a box barrage of 75's, under whose

arcing fire at 5:30 o'clock (II hour) the First American Army "went over the top," a blurred glimpse of drab in the haze of early dawn.

The day's objective for the 79th Division was Montfaucon, a towering peak nearly six kilometers within the German line, but the American high command had set a schedule beyond human possibilities, as subsequent events showed. The American plan for the whole offensive was for the line to go forward to the first objectives and then keep on, breaking the Kriemhilde Stellung line and routing the enemy before it could recover from the shock. Montfaucon, however, proved the stumbling block in this plan. It had been held by the Germans since 1914, and had been rendered almost impregnable by long series of concrete emplacements, barbed wire entanglements, and every other defensive measure which the ingenuity of the Boche could conceive. Added to this, it was commanded by an enfilading fire from the heights east of the Meuse, and the whole country approaching it was infested by machine gun nests and snipers.

The 79th made a desperate effort that day to reach the giant hill. That the attempt was a failure was due to the fact that the Army Staff had planned something beyond the possibility of human accomplishment in the short space of time allotted.

Getting away at 5:30 o'clock, the 313th and 314th Infantry met their first setbacks when they reached the barbed wire entanglement in front of the deserted German front line trenches and found that the wire-cutters had partially failed to clear the path. For twenty-five minutes the advance was held up until the wire was snipped away. Striking forward again, the 313th, on the left, immediately ran into the Bois de Malancourt, where it met its first serious resistance. Yard after yard was gained but with severe losses. Every tree seemed to harbor a sniper, every clump of bushes a machine gun nest. Occasionally there were open spaces, but these were swept by enfilading fire and proved veritable death traps.

Casualties among officers and men ran high. By the time the regiment had gained the western end of the Bois de Cuisy, where it was necessary to halt and reform, the losses had reached serious proportions. Major Benjamin Franklin Pepper, of the 2d Battalion, was killed by a sniper's bullet. Major Langley, of the 3d Battalion, was seriously wounded. Officers and men of the shock companies in the advance were dropping everywhere. It was in this first stage that Captain Harry Ingersoll of H Company; Lieutenant F. Stuart Patterson, Battalion Adjutant; and Lieutenant Thomas D. Vandiver, of B Company, were killed outright or mortally wounded.

In the meanwhile, on the right, the 314th had swept forward after the barbed wire was cut and met little resistance in the first rush, engulfing the ruined hamlet of Harcourt and finally emerging upon another ruined town, Malancourt, lying well within the original enemy territory. Terrific enfilading fire swept this open area. Despite the resistance, the 314th kept advancing, its progress slowing up considerably, however. Supreme acts of heroism developed on all sides as the squads rushed or surrounded machine gun nests. The deaths of Sergeant Michael C. Ventura and Sergeant Peter Strudel, and the achievements of Sergeant Grant U. Cole, Sergeant Joseph Cabla, Corporal James A. Larson, and Private Clifford M. Seiders, are incidents of the manner in which the stalking was done. Late afternoon at last found the 314th abreast of the position of the 313th Infantry, with Montfaucon in plain view beyond.



(courtesy of the Evening Bulletin)

Three Cheers for the U. S. A.

The 158th Brigade, coming up in support, was undergoing heavy punishment from shell fire, and its advance units were constantly engaged in mopping up the snipers and machine gunners whom the first waves had overlooked. In fact, the concealed Boche was even at times enabled to escape detection by the supporting troops, as in the instance of Captain Albert C. Rubel, of the 301th Engineers, who ran into a Boche machine gun on the road to Montfaucon, a kilometer or so behind the advance, and won the D. S. C. by the way in which he silenced it. Shell fire and snipers cost the 315th three officers and the 316th one, in the course of the day—those killed being Lieutenant William P. Craig, of the Medical Detachment; Lieutenant Raymond A. Turn, Company I; and Lieutenant Floyd S. Strosnider, Company L, all of the 315th, and Lieutenant John Harold Fox, Company D, 316th.

Up forward the resistance in front of the 313th in the Bois de Cuisy was growing heavier with every passing minute, and the result was that by dusk the 157th Brigade was in front of Montfaucon, but some distance behind the Division on both the right and left, which had not met with such desperate resistance. Orders came to the brigade to make one last effort to take Montfaucon that day. The infantry had already outdistanced the heavy guns and the crowded conditions of the single highway—the Avocourt-Malancourt road—made it impossible to bring up artillery. That meant an attack would have to be made without a covering barrage. In the gathering darkness the 313th attacked, aided by two small French whippet

tanks which had somehow gotten through. The shock companies in the lead had gotten about 200 yards from the edge of the wood, and up the slope leading to Montfaucon, when they were deluged with machine gun and artillery fire and hand grenades. The men could not see the machine gun positions nor make any effective return fire. Their leader, Major Israel Putnam, was instantly killed. In the words of the Divisional report of operations, "After suffering heavy casualties for some time in this attempt, withdrawal was ordered to the edge of the woods, at which point the regiment bivouacked for the night."

The 311th and 312th Machine Gun Battalions had managed to work in some effective firing upon located machine gun nests but only in isolated instances, while the 310th Machine Gun Battalion had been held up by traffic congestion. The road conditions, in fact, became serious from the very opening hour, and the six companies of the 304th Engineers for the ensuing five days were building and repairing roads under continuous shell fire.

On the morning of September 27th, General Kuhn, dissatisfied with the disposition of the units of the 158th Brigade, relieved the Brigade Commander and created a provisional brigade of the 314th and 315th Infantry, under Colonel Oury, of the 314th. General Nicholson, of the 157th Brigade, thus found his command consisting of the 313th and 316th Infantry. With the 313th and 314th reformed during the night, the advance was resumed on the 27th, the latter unit getting off at 4 A.M. and the former at 7 A.M. Between 7 and 11 o'clock that morning the 313th fought a dogged, determined fight up the hill toward Montfaucon. Swept by machine gun fire and heavies, the regiment kept on. Aided by effective fire from one company of the 311th Machine Gun Battalion, the 2d Battalion of the 313th reached the outskirts of the town on the hill at 11 o'clock, and at 11:55 completed its occupation. The historic message, sent back to Divisional Headquarters by Colonel Sweezy, gave the news as follows:

Took town of MONTEFAUCON 11h 55, after considerable fighting in town. Many snipers left behind. Town shelled to slight extent after our occupation. Am moving on to Corps objective and hope to reach it by 16 h(4 P.M.)

From 4 A.M. onward the 314th had been in deadly fighting on the right, keeping abreast of the 313th's advance and topping the rises of the Fayal Farm at about the same time its companion unit was sweeping into Montfaucon. Both regiments suffered heavily. In the 314th, Captain Clarence P. Freeman, of M Company, and Lieutenant Clifford McK. Alexander, of L Company, were killed, while the loss among the ranks had been so heavy as to interfere with further successful advance. Nevertheless, both regiments tried to extend their operations. The 313th was heavily shelled from the Bois de Beuge to the northwest and finally, toward evening was compelled to dig in a few hundred meters north of Montfaucon; while the 314th, after repeated attempts during the afternoon to take Nantallois, a hamlet about three kilometers north of the town on the hill, finally dug in about a half kilometer south of its objective.

The 315th and 316th regiments in support had kept close on the heels of the leaders, with the result that elements of the 316th were in Montfaucon within a half hour after it fell. But conditions farther in the rear had grown worse and worse. With but a single highway for the evacuation of the wounded, the bringing up of ammunition and supplies and the advance of the artillery, it was inevitable that



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A Wounded Man of the 79th Division being carried from the Transport "Kroonland."

the Divisional trains should become jammed. Eye-witnesses, however, declare that the congestion was absolutely indescribable. Of it Brigadier General William Mitchell, Commander of the Air Service for the 1st Army, states:

Although there was some congestion in other places, it was worse in this area (the Avocourt-Madancourt-Montfaucon road) than I have ever seen on a battlefield.

The result was that the wounded were retarded for hours in their progress toward the rear and the supplies for the front line troops simply could not get through. The rations issued on the night of September 25th were by this time exhausted, and to the fatigue of two days of grueling fighting were added the discomfort of empty stomachs, and the depression caused by an almost incessant rainfall, which soaked every one to the skin and rendered the ground a muddy morass.

On the night of September 27th, the 313th and 314th regiments, which had borne the brunt of the first two days' fighting, were relieved and passed back into support, the 316th moving ahead to the left and the 315th to the right. The morning of the 28th found new men facing the Boche, but men also fatigued and hungry. Nevertheless, the two regiments started off at dawn, the 315th on the east pressing along the highway toward the town of Nantallois, and the 316th attacking across open ground toward the Bois de Beuge, a cluster of woods which lay to the west of Nantallois.

The way led across a valley which ran diagonally from northeast to southwest, and which was exposed over a two kilometer width to an enfilading fire from the heights of the Meuse far over to the right. This withering fire, aided by the myriad machine guns in front and Boche machine gunners in fast planes overhead, brought the advancing lines to a stop within a few hours. There was a pause and then another advance. The blood of the two regiments was up. The 315th

stormed into Nantallois and took it at the point of the bayonet, passing through the town about noon and gaining a hill beyond, where it dug in awaiting word that the 316th was up abreast.

But the 316th, on the left, did not come up abreast. A terrible tragedy had occurred, one of those unforeseen disasters which moulds heroes and martyrs in the short space of minutes. The 316th had fought its way effectively through the Bois de Beuge and faced a slight woods beyond. The 3d Battalion, leading the advance, reached the edge of the woods and ran into a strong machine gun position. Major J. Bayard Atwood, commanding the Battalion, called a halt until such time as artillery or machine guns could be brought up to reduce the position. He received a curt command to go forward. It was just such a command which had sent the Light Brigade to destruction and eternal glory at Balaclava. It did the same for L and M Companies of the 316th on that September day in the depths of the woods. Some one had blundered. Officers and men of the 3d Battalion paid with their lives for the fatal error. I and K Companies were in reserve; L and M Companies made the attack. Two full companies, well-nigh 500 men, went forward without the slightest bit of artillery or machine gun barrage to cover them. With them went Major Atwood to his death; with them went Lieutenant Albert Clinton Wunderlich, of L Company, to the same fate—officers and men, 500 of them, assaulting in echelon with not a ghost of a chance, but refusing to quit until both companies were well-nigh annihilated. Three times they drove forward to wither away under the avalanche of fire until finally the attempt was abandoned. Says the Report of Operations, "The regiment was badly disorganized at this point after this advance." It was humanly impossible for it to have been otherwise. It bivouacked on the spot and took account of casualties, while over to the right, the 315th found two officers, Lieutenant Seth Caldwell Hetherington and Lieutenant Alfred L. Quintard, and many men killed. Nightfall found the positions unchanged.

All through the day on the heights of Montfaucon a little detail of men, headed by Sergeant Thomas M. Rivel, of the Headquarters Detachment, had been earning the commendation of General Kuhn by their heroism in manning a periscopic telescope which had been captured the day before. The Hun, in his haste, had failed to destroy the telescope, which was incased in a solid concrete structure, and the enemy made every effort during the subsequent three days to atone for this mistake. The telescope was said to have been used by the Crown Prince when Montfaucon was the official observatory for the attacks upon Verdun two years before, and now the same implement, which had aided the German observers, was used upon them by Sergeant Rivel and Privates A. J. McCain and A. S. Roberts. This trio clung to the concrete building while it was being blasted to fragments around them, and their services were rewarded subsequently by the D. S. C.

The morning of September 29th found the 315th drawn up in the shelter of a low hill a few hundred yards north of Nantallois—"Suicide Hill"—as it was called by the men, an apt name indeed, as it meant self-destruction to venture over its crest into the raging inferno of machine gun fire from the woods beyond. To their left the 316th still held the position north of the Bois de Beuge. The attack was resumed at 7 a.m. The left battalion of the 316th was only able to get about 300 meters north of the small woods which had proven so disastrous the day before, but the right battalion pushed clear to the western edge of the Bois des

Ogons. The advance was at so high a cost that by noon the regiment was down to 1,000 effectives. At this point the 313th was called from support to the attack, passing through the 316th, which in turn was reorganized as a battalion and held 300 meters behind the advancing line. The 313th made a slight advance and then physical exhaustion won. The men had expended every ounce of driving power and the officers realized it. At 1 o'clock in the afternoon the Brigade Commander ordered the 313th to fall back and maintain a holding line along the northern edge of the Bois de Beuge, and this was effected successfully. However, the battalion of the 316th, passing too far to the right, got ahead of the 313th and was through the Bois des Ogons and in full view of the town of Romagne by late afternoon. The Battalion Commander urged an attack and asked for reinforcements, but there were none to send and his own men were "done up." Regretfully he was forced to withdraw to the holding line.

During the day the 315th, on the right, had been engaged in continuous and deadly fighting. Before it lay the Bois des Ogons, held by the enemy in force. The Divisional Artillery had succeeded in getting close enough to shell the woods, driving out the machine gunners and, with this effected, the 315th advanced and obtained a temporary hold in the fastness. But not for long. From the Madeleine Farm, a strong point in the woods, and from the Boche artillery farther north, poured such a fire as to make the spot untenable. Finally, after a number of desperate efforts, the 315th was withdrawn and dug in on the reverse slope of "Suicide Hill."

The toll in officers and men among all four regiments had been more severe than on any other day. In the 313th, Lieutenant Charles G. Reilly, of D Company, was killed; Lieutenant William P. McGoochan, of A Company, mortally wounded; Captain David Rupp, of C Company, killed; Lieutenant David M. Rupp, of G Company, killed; and Lieutenant William J. Watters, of A Company, killed. In the 314th, Lieutenant Ballard C. Linch, of the Sanitary Detachment, had been killed. In the 315th, the killed or mortally wounded were Lieutenant George N. Althouse, of H Company; Lieutenant Benjamin Bullock, 3d Battalion Adjutant; Lieutenant James F. Delaney; Captain Joseph Gray Duncan, Jr., of the Machine Gun Company; Lieutenant Herman D. Partson, of Company G; and Lieutenant William A. Sheehan, of Company F. The killed or mortally wounded in the 316th were Lieutenant Joseph C. Fitzharris, Company K; Captain Benjamin H. Hewitt, Company F; Lieutenant Daniel S. Keller, Regimental Staff; Captain Allen W. Lukens, Company G; and Lieutenant Ivan L. Lautenbacher, Supply Company.

That day back abreast of Montfaucon, where on the Fayal Farm Field Hospitals Nos. 315 and 316 had established themselves, the Huns deliberately shelled the area. There were between 500 and 600 wounded men under treatment there when the enemy shelling began. Three tents were struck and twenty-one men killed, including a German captain and German private, captives who were being treated for wounds. The men of the two hospitals carried those most severely injured back to safety while the "walking cases" limped and staggered along, leaning on the shoulders of burdened orderlies, until the area was cleared without further casualties.

Before dawn on the morning of September 30th an order from the 5th Corps announced that the 79th would be relieved by the 3d Division during the day. As a result it was decided to make no further advance but hold present positions

until relief arrived. During the entire day the enfilading fire from the Meuse to the eastward and northwestward from the region of Cierges and Romagne beat in upon the Division, causing many casualties, and also inflicting severe losses among the units of the 3d Division which began to reach the front shortly before 11 o'clock. Under this fire the 311th Infantry lost two officers killed, Major Alfred Reginald Allen and Lieutenant E. Thorp VanDusen, of the Machine Gun Company, and had one mortally wounded, Lieutenant Matthew F. Olstein, of the Sanitary Detachment. The relief went on steadily under the greatest difficulties, and by 6 p.m. the last unit of the Division, save two companies of the 311th Machine Gun Battalion, which were not relieved until the following day, had fallen back to Montfaucon for a much needed rest. The 301th Engineers, however, after reaching the vicinity of Malancourt, were recalled and attached to the 3d Division, continuing the road work until October 8th, when they were permitted to march from the area.

The 79th in its first offensive had advanced to a depth of ten kilometers and taken 905 prisoners, together with considerable quantities of machine guns and other cannon. Its casualties as computed immediately after its withdrawal from the front, totalled 108 officers and 3,315 men, divided as follows:

Officers: Killed, 22; wounded, 77; gassed, 9.

Men: Killed, 273; wounded 2,150; gassed, 133; missing, 719.

The conclusions of the General commanding, as found in the Report of Operations, are:

The 79th Division came under fire for the first time since its organization. More than half of its strength was made up of draftees of not more than four months' service, and considerable loss of actual training, due to time lost in transport from the United States and in moving about while in France. So far as courage and self-sacrifice are concerned, the conduct of both officers and men was above all reproach; but, as in the case with all green troops, there was lacking the experience, which comes only from actual contact with the enemy. In view of the difficulties of the terrain and the inexperience of the troops, I am of the opinion that both officers and men fought well.

FROM TROYON TO LA GRANDE MONTAGNE

For three days after leaving the Montfaucon front the 79th Division was bivouacked in the area south of the Esnes-Avocourt Road, and on October 4th and 5th marched to the Troyon Sector, lying south of Verdun, and eight kilometers north of St. Mihiel. It received several days' rest and then relieved the 26th Division on October 8th, passing from the administration of the 1st American Army to that of the 2d Colonial French Corps. The new front extended from Fresnes-en-Woevre on the north to one kilometer south of Doncourt-aux-Templiers, a distance of eleven kilometers. It was supposed to be a quiet sector. Perhaps it had been before the 79th arrived; but immediately after it had taken over the line, the Huns began to alternate trench raids, with gas attacks, until the units in the trenches were constantly on the alert. Gas casualties totalled nearly 500 before the orders came to move out. Originally the A. E. F. reports gave the occupancy of the Troyon sector as a rest period, but a revision made in the fall of 1920 placed this sector as a part of the Meuse-Argonne, with the result that the 79th Division is now entitled to credit for participating three times in the great offensive.

On October 26th the 33d Division came into Troyon and relieved the 79th, which forthwith started northward, proceeding by marches along the Meuse River

to the sector on the east bank of the Meuse, known as La Grande Montagne, fourteen kilometers north of Verdun.

In La Grande Montagne the 79th relieved the 29th and part of the 26th, which had just completed the conquest of Belleu Woods (not those of Chateau-Thierry fame). The 79th was now a part of the 17th French Corps, and its activities henceforth were interwoven with those of the French. The new divisional front covered a width of 7.3 kilometers in the form of a quadrant, with the left flank facing north and the right flank facing east. Back at Troyon the 157th and 158th Brigades had been reformed, Colonel Oury returning to the command of the 311th Infantry and Brigadier General Evan M. Johnson assuming control of the 158th Brigade. The 316th Infantry was at that time under command of Colonel George Williams, the 313th under Colonel William J. Rogers, and the 301th Engineers under Colonel J. Frank Barber, the other units remaining under the same leadership as at Montfaucon. Every organization was back at war strength, ample replacements having been received and drilled during the stay in the Troyon sector.

On October 31st, when the 79th took over the new sector, the 157th Brigade moved in on the right, facing east and the 158th Brigade took over the left flank, facing due north. Each brigade had both regiments in the line, the disposition at first being two battalions on the line and one in support, although this later was changed to one battalion in the line, one in support and one in brigade reserve.

Directly in front of the 158th Brigade's sector, and about a kilometer away, was the famous Hill 373 (Borne du Cornouiller, as the French called it, and "Corned Willie Hill," as the doughboys termed it). It was a high, jagged eminence, gashed by shell-fire and wooded in spots. It had been considered by French military experts as impregnable. Three previous attempts had been made to take it, but all had failed, and the task was now up to the 79th. On the night of November 2d patrols were sent out, and on November 3d the 316th Infantry began a reconnaissance in force in three columns which opened up severe fighting and resulted in partial success. At 6 A.M. on November 4th the 316th made its first assault upon the position, the 1st Battalion leading off. There was immediate success; but the division on the left falling back enabled the Germans to counter-attack, and the 316th was forced to relinquish its hold on the lower slopes of the hill for the time being. Captain Claude Cunningham, of Company H, was mortally wounded and three officers and twenty-three men of B Company captured, one of whom, Captain Louis C. Knack, died of his wounds. Lieutenant Maxwell McKeen, of D Company, also was killed.

On November 5th the second attack was launched. Again the 316th fought its way doggedly up the slope. For a time it seemed as though it would have to fall back, but the men kept on and finally attained the coveted goal. By this time the fire from the left flank had become terrific. It would have been suicidal to try and hold the hill under such circumstances, so, although they had taken it, the men of the 316th were forced to return down the southern slope, this time stopping and digging in at the point they had reached in the farthest advance of the preceding day. The attack had cost the life of Major William Sinkler Manning, son of the Governor of South Carolina, who was killed on the bullet-swept slope, and of Lieutenant Lawrence J. Ayers, of H Company. On the same

day Lieutenant John T. Owens, of the 315th Infantry, was killed during a support attack upon the right of the 316th's objective.

On November 6th a battalion of the 313th was ordered to assist the almost exhausted 316th in taking the position, but the newcomers did not reach the assigned position until too late in the afternoon for an effective attack. On the 7th, however, after a heavy barrage delivered by the 312th Machine Gun Battalion, the 316th and the battalion of the 313th started up the hill together and nothing could stop them this time. Within two hours they were over the crest, and the top of Hill 378 had been consolidated. A French division on the left, which had been ordered to advance and had been held up for three days because the defenses of Hill 378 had not been overthrown, then got under way and put out of business the machine guns that had delivered the enfilading fire on the 316th during the previous days.

Hill 378 stands out as the brightest achievement in the history of the 316th. It won a divisional citation for the deed, while both Major General Kuhn and Brigadier General Johnson were cited by the French for planning and executing it.

The advance of the French division had straightened out the line, so that after November 7th the 79th was no longer on a quadrant front. The reduction of Hill 378 enabled the 158th Brigade to pivot until it faced eastward in a line with the 157th Brigade, and the divisional front now ran from west of Ecurey to west of Crepion, a front of almost ten kilometers. The straightening out of the line resulted in the mopping up of numerous machine gun nests entrenched in the rolling country.

On the morning of November 8th the Germans unleashed a terrific rain of fire along the entire front. They seemed to be pouring everything in the shell line upon the 79th. Hour after hour it continued, until in the afternoon it slackened and finally died out completely. The front grew oppressively silent. The suspense was terrific, officers and men not knowing whether an assault was coming or whether the Germans were in retreat. Finally aerial observers brought in word that the Huns were indeed falling back toward Damvillers. The French Corps Commander, to reduce the width of the 79th's front, issued instructions to General Kuhn on that day with the result that the 314th took over the entire divisional front for a short space of time while the 315th Infantry, the left element of the 158th Brigade, was compelled to side-step to the south. The effect of the maneuver was to change the 79th's front slightly, the line now being from east of Etraye to east of Moirey, Etraye being some distance south of Ecurey and Moirey a short distance below Crepion. The 315th marched four and one-half kilometers at night through underbrush and woods, and reached its assigned position in time to attack on November 9th.

On the morning of November 9th, the Division was in position with the 314th on the line and the 313th in support on the right of the sector, and the 315th behind the line on the left of the sector, with the 316th coming up in support. As it was impossible to deploy the 315th into line on the then narrow front, the attack at dawn developed entirely upon the 314th Infantry. This unit, advancing at 6 A.M. took Crepion at 8.20, and Wavrille, Giberey, Etraye and Moirey shortly afterwards. On the left the 314th ran up against such heavy fire from Hill 356 and the Côte de Morimont that it was brought to a halt, but on the right it progressed to the crest of Hill 328 by nightfall. In the meanwhile a battalion of the 315th relieved the left battalion of the 314th in front of the Côte de Morimont, and both

brigades were again facing the enemy. Major Ward W. Pierson, of the 315th, was killed that day while effecting the relief.

The plans of attack were changed for November 10th. Because of the natural strength of the Côte d'Orne and Côte de Morimont, facing the 315th Infantry, it was decided to flank them from the south and southeast, this necessitating a direct attack by the 157th Brigade and a feint against the strong hills by the 158th. At 6 a.m. the 311th attacked on the right, completing the reduction of Hill 328, passing through Chaumont-devant-Damvillers and, after dusk, capturing Hill 319. In the meanwhile the 315th had fought its way partly up the slope of Côte d'Orne and dug in for the night. The last officer of the Division killed in action died that day, Captain Frank F. Battles, of the Machine Gun Company, 314th Infantry.

Beginning at 9:30 a.m. on November 11th the attack was pushed along the entire front. The 311th moved forward against the Côte de Romagne, with a battalion of the 313th also pressing forward for the same objective and town of Azannes. At the same time another battalion of the 313th occupied the town of Ville-devant-Chaumont, and the 315th executed a flanking attack on the Côte d'Orne, one company (D) pushing up the slope and capturing a 9-inch German cannon. Armistice hour found the Division well on its way to its objectives. Nor had the other divisional units aside from the infantry been idle. The 304th Engineers had been bridge and road building between Vaucherauville, the Divisional Headquarters, and the front line; the supply train had been under constant shell fire for the whole eleven days since taking over the sector, and even the 304th Ammunition Train had managed to get into the offensive. The horse battalion had been with the Division at Montfaucon, but the motor battalion did not get away from the artillery brigade until just before the final offensive. It had reached the sector on November 3d, and while C, D and F Companies had, through lack of equipment, been forced to turn engineers and work with the road and bridge builders, Companies A, B, E and G had served ammunition constantly from November 3d to Armistice Day and hour.

The total depth of the 79th Division advance in the La Grande Montagne sector had been 9½ kilometers. It had taken 192 prisoners and material in great abundance. Its casualties for the offensive totalled sixty-four officers and 2,636 men, divided as follows:

Officers: Killed, 10; wounded, 39; gassed, 13; missing in action, 2.

Men: Killed, 153; wounded 1,447; gassed, 275; missing, including captured, 461.

To compare the conclusions with those given after Montfaucon, the following is taken from the Report of Operations:

The Division fought with much more skill, as a result of the first experience at Montfaucon. The energies of combat units were husbanded and not dissipated so rapidly as on the first offensive. Troops were kept well in hand, and straggling was kept at a gratifying low limit. After eight days of severe combat, the 158th Brigade, although somewhat depleted, was still capable of further effort, while the 157th Brigade, after three days' offensive, was still relatively fresh, and the Division as a whole could have maintained considerable driving power for a number of days.

THE ARMISTICE PERIOD AND AFTERWARDS

From November 11th to December 26th, the 79th remained on the battle front, taking over a sector from Damvillers on the north to Fresnes-en-Woevre (the northern point of the old Troyon sector) on the south. They kept up patrol

and police duty during that month and a half. On December 10th, headquarters of the 31st Infantry, Headquarters Company and one battalion proceeded to the area around Montmedy, Stenay and Virton (Belgium) for the purpose of guarding property, listing material and maintaining order. On February 1st, this detachment rejoined the Division in the Souilly area.

It was on December 27th that the Division had moved to the Souilly area, where it was joined in January by the 15th Artillery Brigade, the first time the entire Division had been assembled as such since leaving Camp Meade. While in this area General Kuhn took temporary command of the 9th Corps during the month of February, Brigadier General Johnson taking over the control of the Division during his absence.

From the Souilly area the Division moved during the last days of March to the area northeast of Chaumont around Andelot and Rimaucourt (Fourth Training Area). It was here that the Division was reviewed by General Pershing, the last official review, by the way, in its history. General Pershing, who decorated the colors, and awarded numerous Distinguished Service Crosses, afterwards addressed a letter to General Kuhn in which he said:

"It afforded me great satisfaction to inspect the 79th Division on April 12th, and on that occasion to decorate the standards of your regiments and, for gallantry in action, to confer medals upon certain officers and men. Your transportation and artillery were in splendid shape, and the general appearance of the Division was well up to the standard of the American Expeditionary Forces. Throughout the inspection and review the excellent morale of the men and their pride in the record of their organizations was evident.

"In the Meuse-Argonne Offensive the Division had its full share of hard fighting. Entering the line for the first time on September 26 as the right of the center corps, it took part in the beginning of the great Meuse-Argonne Offensive. By September 27 it had captured the strong position of Montfaucon; and in spite of heavy artillery reaction, the Bois de Beuge and Nantillois were occupied. On September 30 it was relieved, having advanced ten kilometers. It again entered the battle on October 29, relieving, as part of the 17th French Corps, the 29th Division in the Grande Montagne Sector to the east of the Meuse River. From that time until the armistice went into effect it was almost constantly in action. On November 9, Crepion, Wavrinle and Giberey were taken, and in conjunction with elements on the right and left Etraye and Moirey were invested. On November 10, Chaumont-devant-Damvilliers was occupied, and on November 11, Ville-devant-Chaumont was taken—a total of 9 kilometers.

"This is a fine record for any division, and I want the officers and men to know this and to realize how much they have contributed to the success of our arms. They may return home justly proud of themselves and of the part they have played in the American Expeditionary Forces."

The corrected figures of the Divisional activities in France are as follows:

Total advance: Montfaucon sector, 10 kilometers; La Grande Montagne sector, 9½ kilometers; total 19½ kilometers.

Prisoners taken: Montfaucon sector, 905; Troyon sector, 23; La Grande Montagne sector, 192; total 1,120.

Casualties: Deaths, officers, 66; men, 2,059. Wounded, officers, 179; men, 5,152. Prisoners, officers, 2; men, 73. Total, officers, 247; men, 7,239.

The revised table of battle participations of the 79th Division is taken from a compilation completed May 15, 1920, by the War Department, and is as follows:

157th Infantry Brigade (complete), 153th Infantry Brigade (complete), 304th Field Signal Battalion and 310th Machine Gun Battalion:

1. Meuse-Argonne Offensive, France, September 26 to 30.
2. Meuse-Argonne Offensive, France, October 3 to 25.
3. Meuse-Argonne Offensive, France, October 29 to November 11.

304th Engineers, same as above with exception that No. 1 reads: Meuse-Argonne Offensive, France, September 26 to October 8.

The movement of the 79th Division to the embarkation area began on April 19th, the artillery going to St. Nazaire and the infantry to the vicinity of Nantes and Cholet. On May 13th the 314th Infantry, the 301th Field Signal Battalion and the 154th Artillery Brigade Headquarters, the first units to start for home, sailed from France on the *Princess Matoika*, and from then on until the end of the month the various units cleared either Nantes or St. Nazaire. The *Princess Matoika* arrived at Hoboken on May 26th at the same time the transport *Tiger* brought the 310th Field Artillery into New York and the transport *Virginian* landed the 312th Field Artillery and 311th Machine Gun Battalion at Newport News, Va. On May 28th, transport *Edward Luckenbach* arrived at Brooklyn with the 311th Field Artillery and 312th Machine Gun Battalion. On May 29th the transport *Kroonland* docked at New York with Division Headquarters, 301th Engineers, Headquarters Troop, Train Headquarters, and a part of the 3d Battalion 316th Infantry. The same day the transport *Texan* sailed up the Delaware to Philadelphia with the balance of the 316th Infantry. The next day, May 30th, the transport *Santa Rosa* brought all but two companies of "Philadelphia's Own," 315th Infantry, into their home port, and on May 31st the transport *Dakotan* also arrived at Philadelphia with the 304th Supply Train, 79th Military Police, a detachment of the 310th Field Artillery and Companies L and M, 315th Infantry. In the meanwhile the transport *Pastores* had taken the 313th Infantry to Newport News, so that on June 1st the final units of the Division reached America, they being the Horse Battalion of the 301th Ammunition Train and the 304th Sanitary Train complete.

The men who arrived at Hoboken and Philadelphia were sent to Camp Dix, New Jersey, for demobilization, and those who arrived at Newport News were demobilized at Camp Meade and, before the middle of June, 1919, the 79th Division had ceased to exist save in history.



Courtesy of the Public Library

Home Again.



Courtesy, of Public Ledger Co.

Men of the 315th Infantry "Philadelphia's Own" arriving home.

OTHER PHILADELPHIA UNITS



PHILADELPHIA men served in practically every American Division and in all branches of the service, at home and overseas. It is, at this time, impossible to review the work of each unit in which Philadelphians served, but in the following brief reviews some idea is given of the way in which the men of the city answered every call of duty.

Nor should the work of the women of Philadelphia go unchronicled. They too, responded as they were able.

Therefore, as opportunity offered, the records of those units, distinctly Philadelphia in personnel, or commanded by Philadelphia officers, were summarized.

AMERICAN FIELD SERVICE

JAMES A. DEVELIN, JR.

The American Field Service owes its origin to a small group of Americans in France, who, at the very outset of the war, finding a strict neutrality impossible for themselves, offered their services to France for the transportation of wounded at the fighting front. A gift of ten Ford cars was the nucleus from which the service grew to comprise thirty-five sections of ambulances and, in 1917, fourteen "cannon" sections, used in transportation of ammunition and supplies for the armies at the front.

This little group of American volunteers at no time amounted to more than 2,000 men, but, at the time of France's greatest need, they were a tangible expression of American sympathy. From the English Channel to the Vosges Mountains, French "poilus" saw American volunteers working in mud and rain, and under shell fire, to alleviate the sufferings of French wounded, and they knew that these men represented a friendly spirit in the American people. The American Field Service was composed largely of college men who, coming from every part of the country, were the means of influencing a great number of Americans in the Allied cause.

Theodore Roosevelt said of those men in 1916:

"There is not an American worth calling such who is not under a heavy debt of obligation to these boys for what they have done. We are under an even greater debt to them than the French and Belgians are The most important thing that a nation can possibly save is its soul, and these young men have been helping this nation to save its soul."

Early in 1915, the French officials recognized the value of the work accomplished by the few American cars attached to their own Sanitary sections and larger sections of Americans were formed and made independent, each one serving an army division. The light Fords were found to possess splendid qualities for this work. They could dodge through the traffic-jammed roads, pull themselves out of mire and shell holes, or could be pulled out by a few willing "poilus." Where

roads were blocked, they took gayly to the fields in mockery of the heavy French trucks. The work was largely done from "postes de secours" and communication trenches to "triage" (sorting) hospitals and field hospitals. A large part of the driving was done at night and without lights, over shell-torn roads full of trucks, field guns and ammunition caissons, for it was only under cover of darkness that some of the advanced posts could be served. Soon it became the custom to send the most serious cases with the American drivers. Thus the Field Service acquired an enviable reputation for the manner in which it hurried the wounded to the hospitals.

Among the first of the seventy or more Philadelphians who joined the service were John H. McFadden, Jr., and Benjamin R. Woodworth. Woodworth, who became a Section leader and was awarded the Croix de Guerre, went to the front with Section 1 in June, 1915, and served with it in Belgium and Flanders. He died in the service on June 15, 1917. Paul B. Kurtz, later leader of Section 13, also joined the service at this time. Kurtz was also awarded the Croix de Guerre. He was killed while in the U. S. Aviation Service.

The number of Philadelphians was increased during the fall of 1915 and the spring of 1916 by the enlistment of L. Brooke Edwards, Julian L. Lathrop, Samuel H. Paul, W. Yorke Stevenson and S. M. Stephen Tyson. Stevenson and Edwards were both cited for the Croix de Guerre. Tyson was killed on July 19, 1918, while in the French Aviation Service. The Section served in the Amiens sector, in the Champagne sector near Soissons, and at Verdun in that year. This was the time of the great German drive on Verdun, and the men of the Section were put to a severe test of courage and endurance, serving the postes at Marre and Esnes on roads almost continually under shell fire.

In 1915, Section 2 had but one Philadelphian, John R. Graham, who was later killed while serving with the United States Infantry. During 1915-17, Section 2 was stationed in Lorraine, in the vicinity of Pont-à-Mousson.

Section 3, also formed in 1915, did difficult duty in the Vosges Mountains, serving the postes which had hitherto been reached only by mules over the narrow, rough mountain roads. The work of Section 3 was so dependable that in September of 1916 this Section was dispatched to the Balkans at the request of the French Army, and served under difficult conditions at Salonica and later in Serbia, near Monastir, where its training in Vosges mountain-climbing stood it in good stead. Benjamin F. Dawson, Powel Fenton, Henry K. Moore and Albert Nalle joined this Section in 1915. Dawson was cited once and Fenton twice for the Croix de Guerre.

Section 4 was joined by George A. McCall in 1915, and by Edward Joseph Kelley in 1916. Kelley, who was awarded the Croix de Guerre, was killed on September 23, 1916, a few days after he had reached the front. He was going to a poste near Marre, in the Verdun sector, when a shell exploded directly in front of the ambulance and killed him instantly.

The advent of the year 1917 found the American Field Service rapidly increasing in numbers and gaining in the amount of contributions to its funds. Individuals, clubs and business organizations donated many cars, and college students and older business men flocked to do their bit for France. The German threat that all vessels in certain prescribed zones would be "spiirlos versenkt" did not deter a large number of volunteers from going over to form new Ambulance Sections.

Section 9 was formed in the latter part of 1916 to replace Section 3 in the Vosges. With it were Walter Chrystie, Jr., Arthur Emlen Hutchinson and F. N. Solis-Cohen. Sections 10, 12 and 13 were rapidly formed in the early months of 1917. No. 10 contained no Philadelphians. No. 12 had Wharton Allen, H. W. Crowhurst and Henry H. Houston, 2d. Houston, who was killed by a shell splinter on August 27, 1918, while serving in the U. S. Army on General Price's staff, received the Croix de Guerre for bravery under fire in the Argonne, at Verdun and in the Champagne in 1917.

Section 13 had among its members Thomas H. Dougherty, for a while its sous-chef (and later chef of a T. M. I. Section), Earnest S. Clark, James A. Develin, Jr., and H. H. Houston Woodward. Woodward later joined the Lafayette Flying Corps and was attached to Escadrille 91. He was killed in an aerial combat on



Ready to Answer Any Call.

April 1, 1918. Section 13 did its first work in the Champagne district in the vicinity of Mont Cornillet, where it was cited in the orders of the Army, and received the Croix de Guerre with palm, the first case of such a distinction being conferred upon an Ambulance Section.

After the entry of America into the war Americans came over so fast that there were no places for them in sections at the front in spite of the fact that new sections were being formed every day. Of these men, John V. Newlin, S. S. I., 19, has the distinction of being the only Philadelphian to receive the Medaille Militaire, the highest reward of bravery. He was among five Field Service men to get this citation, and he received the Croix de Guerre at the same time. On August 3, 1917, he was severely wounded in the back by the explosion of a shell at Montzéville in the Verdun sector. He was taken to Paris and operated upon, but died on August 5th.

At the request of the French Army, the Field Service undertook to supply volunteers for "Camion Sections" to serve as transports for the French Army.

These T. M. U. groups did very effective work in augmenting and improving the important motor transport service.

In October, 1917, the Field Service completed its official career with the enrolment of all of its members—a trained and efficient force—in the American Army.

In a sense, the members of the American Field Service really comprised the first "American Expeditionary Force."

11TH TELEGRAPH BATTALION SIGNAL CORPS

"THE GALLOPING FOUR FOURTEEN"

A signal battalion, composed of men of the Philadelphia & Reading and Erie Railroads, was organized in November, 1917.

Captain H. C. Evans of this city commanded Company D, which had in it a number of men from Philadelphia, including:

Sergeants, First Class.—Stephen C. Gilliard, Hugh J. Cavanaugh, Joseph T. Larkin, Louis Neigut. *Sergeants.*—Samuel Garrison. *Corporals.*—Edward O. Becker, Elmer Reddy, George C. Reed, Isaac Van Horn. *Privates, First Class.*—Harry J. Bowden, Edmund D. Partenheimer.

The organization sailed on the White Star liner *Adriatic* January 31, 1918, and landed in Liverpool on February 16th.

Of the voyage over, Sergeant Fisher says:

"We stealthily crept on the enemy via the 23d Street pier on the East River, where we were loaded on a steam scow and taken around the island to the White Star line docks at West 23d Street, and there gleaned the information that we were to sail on the *Adriatic* for Liverpool, and after being lined up on the pier and given another talk on habits, drinking, etc., the Major announced that we would be searched and any man found with liquor would suffer court martial, and that if we possessed anything strong to turn it in. Results were not very good, and the talk only netted one 'petite' vial, which the C. O. handed to Colonel Erricson of the 107th Ammunition Train, who sailed with us, and the Colonel said: 'Thank you; it is just what I have been looking for.'"

Sergeant Fisher further states: "The food was horrible, and since finding out recently that America paid England \$81.75 per man for transporting us, I have decided to ask for an \$80.00 rebate."

The battalion celebrated Washington's birthday by landing at Le Havre.

Company D proceeded to Chinon (Indre et Loire), and established headquarters.

Some idea of the work done by the battalion is given by Sergeant Fisher's pamphlet, in which he states that about 300 miles of wire were strung; 20,000 post-holes dug and posts set. Members of the battalion served as dispatchers, chefs de gare, operators, linemen and maintainers at about eighty stations covering 300 miles of railroad.

After nineteen months of service, the battalion sailed from St. Nazaire on June 17, 1919, on the *Julia Luckenbach* and arrived in Brooklyn, June 23, 1919.

19TH ENGINEERS (RAILWAY)

By LIEUTENANT W. FREDERIC TODD, Regimental Historian

The history of the 19th Engineers properly dates from June, 1916, when the possibility of operations in Mexico made necessary a definite plan for operation of the railroads, both as to material and personnel. At this time Samuel M. Felton, President of the Chicago and Great Western Railway, was appointed consulting engineer and adviser to the chief of engineers, U. S. Army, on railway matters, and it was he who conceived the idea of recruiting men for railway regiments direct from railway service.

When the United States entered the European War and the question of railway operation and maintenance in France became of paramount importance, Mr. Felton was officially placed in charge of all preparations for the organization and movement abroad of railway engineers. The pressing need for railroad men at that time is shown in a letter written by Mr. Felton: "The French railways are badly run down and in more or less need of complete rehabilitation; they have no men who can be spared to do this work; they want all their men on the firing line; before we can train men to go into the trenches we can supply them as to railroads, and this immediately. General Joffre says any men we send over must be soldiers, so the railroad forces . . . must be enlisted men. . . . They are short of men in their shops to repair locomotives and it is proposed to organize a shop regiment . . ." The shop regiment referred to in Mr. Felton's letter, when organized, became the 19th Engineers (Railway).



Interior of Commercial Museum, used as Barracks by the 19th (Railway) Engineers.

Recruiting was begun in the offices of the District Engineer, Witherspoon Building, Philadelphia, with Captains Charles P. O'Conner and Joseph Caccavajo as Recruiting Officers. The first enlistment was made on April 20, 1917, but it was not until the beginning of May that an active campaign for recruits was begun.

On May 9, 1917, Lieutenant Colonel Herbert Deakyne, Corps of Engineers, arrived in Philadelphia to take command of the regiment, accompanied by First Lieutenant William F. Tompkins, Corps of Engineers, his Adjutant.

Colonel Deakyne had served as District Engineer in Philadelphia from 1908 to 1912, conducting important river and harbor work, and his knowledge of the city was of immense assistance to him in the work of organization. Colonel Deakyne was transferred to the command of the 11th Engineers six months after his arrival in France. In May, 1918, he was appointed Director of Light Railways and Roads and in September, 1918, became Chief Engineer of the Second Army, with the rank of Brigadier General.

Since the regiment was to depend to a great extent upon the railroads for personnel, the need for the utmost cooperation was manifest. W. W. Atterbury, Vice-President of the Pennsylvania Railroad, not only gave official assistance to Colonel Deakyne but also took an intense personal interest in the regiment. By his instructions, James Milliken, Special Agent of the railroad, devoted his entire time to work among the railroad men in encouraging enlistments, though little encouragement was needed. The "business" quickly grew to such proportions that the offices in the Witherspoon Building became inadequate and the first two floors of the Hale Building, Juniper and Sansom streets, were taken over.

Invaluable aid in recruiting was rendered by the Home Defense Committee of the Master Builders Exchange, under the Chairmanship of W. Nelson Mayhew. This committee, two members of which were on duty at all times, was directly responsible for a very large percentage of the enlistments, for approximately 600 men were enlisted from railroads, the balance coming from various other lines of business. Of the men recruited from railroads, 357 were from the Pennsylvania, 11 from the Philadelphia & Reading and 10 from the Baltimore & Ohio Railroads. The remainder came in smaller numbers from twenty-six other railroad companies.

The first men were called into active service on June 2, 1917, the barracks being the Exhibition Hall of the Philadelphia Museums, 34th and Spruce streets.

The men were called out in groups of from one to two hundred and assigned to companies according to trades, each company containing, so far as practicable, all men of the same trade. Military training was begun at once under experienced instructors furnished by the Pennsylvania National Guard and continued to the date of sailing, August 9th.

It was understood that the regiment was to move into fully equipped shops and was not to take any tools abroad. A small number of hand tools, ordered as a matter of precaution, were not received until some time after the arrival of the regiment in France. Less than three weeks prior to the date of sailing, the Commanding Officer was advised that instead of going into equipped shops, it would go into the new Nevers shops of the Paris, Lyon et Mediterranee Railway, which were then under process of construction. As there was absolutely nothing in the shops, it was therefore necessary to equip them completely with all necessary

machine tools, travelling cranes, air and hand tools, steam, water and air piping power and lighting lines and fixtures, install a power plant and furnish steam and install lines for electric current (which was to be furnished by the Continental Edison Company from their new plant at Garchizy, about seven kilometers from the shops), and provide a complete supply of all materials necessary for the operation of the shops for a period of six months. The Wilmington and Trenton shops of the Pennsylvania Railroad were selected as being of about the same capacity as the Nevers shops, and brief studies of the equipment and supplies, were made, resulting in the formation of a complete list of tools, machinery, storehouse, drafting room and office equipment; in short, everything necessary for placing the shops in operation and running them for a period of six months. The order for all tools and material was placed by the Director General of Railways, Mr. Felton, within two weeks of the time that information was received as to supposed conditions in the Nevers shops. It was not until after the arrival of the organization in France that the actual situation was ascertained.

In accordance with orders from the port of embarkation, much important equipment was shipped from Philadelphia to New York five days in advance of the regiment, in order to insure its transportation on the same ship. Practically none of this equipment, consisting of clothing, cooking facilities, automobiles, motorcycles, tools, etc., was loaded on the boat, with the result that the regiment arrived in France with no automobiles, motorcycles or field ranges, and very little in the way of supplies of tools and clothing. Three days' reserve rations, supposed to be issued at New York, were not to be found, until, upon disembarking at Liverpool, they were discovered buried under hundreds of tons of other freight.

Arriving at Liverpool on August 23d, the regiment disembarked the following day and immediately entrained for Borden, about seven miles from Aldershot, where it remained in Oxney Camp until August 28th, when it moved to Southampton for embarkation for France. Owing to bad weather the crossing was delayed until the following day and the regiment landed in Le Havre on the morning of August 30, 1917.

THE REGIMENT REACHES FRANCE

At Le Havre it was learned that the shops at Nevers were not ready for occupancy and each company was sent to a separate station for work in French locomotive repair shops. The distribution of the companies was as follows: Company A, Regimental Headquarters and First Battalion Headquarters to St. Nazaire; Company B to Bordeaux; Company C to Rennes; Company D to Sotteville-les-Rouen; Company E and Second Battalion Headquarters to St. Pierre-des-Corps (near Tours), and Company F to Oullins, near Lyon. With the exception of Company A, whose work was locomotive erection, all the companies were engaged on locomotive repairs in the French shops.

With the exception of the detachments at St. Nazaire and Nevers, it is a difficult matter to give a detailed account of the work done by the companies in the French railway shops. None of the companies had tools, working clothing, motor transportation or cooking equipment. In one or two instances it was possible to purchase a few American-made tools, but for the most part the men had to make out as best they could with antiquated French equipment or to laboriously make for themselves such tools as were absolutely necessary.

Every company, upon arrival at its destination, met with an enthusiastic reception at the hands of the French authorities—and were looked upon with disapproval by the French workmen with whom they were to be associated. In some instances this disapproval was the result of the French workmen receiving the not unnatural impression that “les Américains” were getting easy berths back of the lines while the French workmen would be released for service at the front. In other cases the French workmen complained that the Americans set a higher standard of production than they could meet and they, therefore, would either have to work longer hours or take less pay. As a matter of fact, the Americans in the shops did more work in an eight-hour day than the French workmen did in a ten or twelve-hour day, though the hours of the Americans were made to coincide with the French as far as possible in order to prevent any complaints on that score. As an instance of fast production by the American railroad men, a case at St. Nazaire was interesting. The locomotives erected by the French were usually completed in about three weeks. The first locomotive received by the Americans was erected in three days, with only the tools found on the locomotives themselves. The French shop men declared that it would not run, and great was their astonishment when they saw that it would.

Antagonism on the part of the French workmen was brief. They met the Americans outside of the shops, in the cafes and in their own homes, and when the companies were withdrawn, there was not an instance in which the French, the workmen as well as the authorities, did not protest against taking them away.

At St. Nazaire, the only preparation that had been made for the men was the erection of wooden barracks and the placing of wooden bunks. There were no kitchens, wash houses or other necessary facilities. Work was immediately begun on erecting such additional buildings as were needed.

The instructions with regard to the erecting shops were for the Americans to get out six locomotives a day. There were no tools whatever, and, what proved to be the greatest difficulty of all, there was no provision of any kind for handling material. It was manifestly impossible to take the locomotive parts as they were unloaded from the boats and put them into the shops. It was discovered almost immediately that when a ship arrived with a consignment of locomotives it might be necessary to have it completely unloaded before there would be enough parts available to start work on a single locomotive. This meant that it was necessary to build storage yards. The French gave the Americans the use of a plot of ground for this purpose, but it was swampy in character and until the roadbed had been put in shape by throwing in ballast until it found a bottom, the locomotive cranes were off the tracks on an average of three or four times a day.

There were few tracks running from the docks to the locomotive shops and these were constantly being used by the French to transport their own locomotives and material. As a result, locomotive chassis and boilers had to be left on the docks until it was possible to get other space to store them, lay tracks to the storage yard, get cars to haul them in, and finally, secure cranes to load the parts on the cars.

The history of the 19th Engineers at St. Nazaire, like Nevers, is a story of difficulty after difficulty overcome, of work done in spite of apparently insurmountable obstacles. The situation at the docks was of the greatest seriousness. The only cranes there were being used night and day by the French for unloading of ships, all material being left on the docks, rather than use the cranes for loading

cars. On the occasions when the French cranes were available for use by the Americans, there was difficulty in getting operators to handle them. Finally two thirty-five-ton cranes were assigned permanently to the work; later four more were secured, two of which were used for loading and two for unloading in the yards. Additional storage yard space was secured from the French, more tracks laid down, and on January 1, 1919, there was a total storage space for about one hundred locomotives at one time.

In the shops themselves there was space for about six or eight locomotives, the tracks being placed so close together that it was almost impossible for a man to work on an engine when there was another one on the adjoining track, in addition to which there was so little room for handling material that it was impossible to maintain any great degree of order. There were two large overhead cranes in this shop, the Americans having practically the exclusive use of one of them and the use of the other for lifts that required two cranes. The greater part of the crane work had to be done at night, when the French were not working in the shops.

The difficulty in getting material to replace parts that were missing from the packing boxes upon arrival made it necessary to send men to Nantes, Angers and surrounding country in an endeavor to secure the material to make such parts. Buying from the French was necessitated by the fact that placing requisitions through regular channels did not bring satisfactory results.

Eventually the American forces were given the use of another shop, which had been used by the French for the manufacture of railway guns (which same guns were on one occasion pointed out to a party of visitors as being part of the work of the regiment), and there was a corresponding increase in production.

During the period from September 30, 1917, to December 30, 1918, the men of the 19th Engineers at St. Nazaire erected a total of 1,121 locomotives, in addition to building storage yards, laying tracks, and building from locomotive packing boxes practically an entire new camp, capable of accommodating over a thousand men, truly a notable achievement.

Another phase of the work done by the St. Nazaire Contingent was the repair of steamship boilers by a detachment under Captain T. L. Mallam, the work being done in such a manner as to merit the highest commendation of the naval authorities, and which resulted in a citation for Captain Mallam.

TIME RECORDS ESTABLISHED

It has been said that the time consumed by the French in the erection of locomotives was three weeks, and that the first locomotive erected by the Americans was completed in three days. On December 30, 1918, the average time in which a locomotive was erected in the American shops was twenty-six hours, and the fastest time in which any one locomotive was built was eleven hours and ten minutes.

The situation at Nevers, where the first men of the 19th arrived on December 23, 1917, compared favorably with that at St. Nazaire, in so far as lack of material and all working and living facilities were concerned. Vastly larger in scope than the operation at St. Nazaire, with each individual department presenting a multiplicity of problems, the results were more than could have been expected of any organization.

The shops, far from being completed and lacking only tools and equipment,

had progressed no further than the laying of the foundations of the main building. No machinery of any kind had been installed and the power plant at Garchizy, instead of being in operation, had progressed only to the point of partial erection of the building, no machinery having been installed. In addition, no arrangements whatever had been made for taking care of the troops, though it had been understood that this matter was to have been taken care of by the French.

Cars of railway material began to arrive in November, and an organization was established to handle the unloading and storing of it. During November and December, 270 carloads of material came in, much of this being heavy machinery for installation in the shops. There were no cranes available and all the unloading of this machinery and material had to be done by hand. Company E was ordered to Nevers, and upon arrival there was drawn upon for personnel for the stores department, and a gang of mechanics was organized and assigned to the erection of locomotive cranes. By the first of February two cranes had been erected and greatly facilitated the unloading of material, 345 cars of which arrived during January and February. The development of the storehouse work and organization, like that of every other operation at Nevers, was a matter of gradual growth and increased efficiency as new men were trained to the work.

It is impossible, in a brief space, to give even a fair idea of what was accomplished. For example, the power plant at Garchizy, which was supposed to be ready to supply power, was finally taken over, the building construction completed, machinery installed and the plant operated by Americans. In the meantime, a complete electrical plant had been installed in the shops by the electrical department, furnishing light and power to both the shops and the camp.

The growth of the various departments is well illustrated by the development of the blacksmith shop. This shop when started in the early part of 1918, consisted of two blacksmiths and two helpers, working in a small shed. In August, 1918, the blacksmith shop occupied over half an acre of ground and employed nearly a hundred men.

In addition to the work done in the Nevers shops proper, car shops were erected for the repair of freight cars, and a track system laid down with a capacity of 750 cars. From September to December, 1918, inclusive, the car shops turned out, repaired, a total of 1,863 cars.

Under the supervision of the electrical department was the maintenance of American ambulance trains. The first order consisted of fifteen trains, with two more procured from the French, but finding that the number would be inadequate, an order was placed with the English to furnish thirty-three additional trains. Only four of the additional thirty-three trains had been delivered when the armistice was signed, and the order for the balance of twenty-nine was canceled. One of the greatest difficulties in handling the trains was the variation in equipment and parts. There were, in the first fifteen trains received, seven different types, none of the parts of which were interchangeable, necessitating considerable additional work on the part of the supply department, to say nothing of the delay in getting additional parts when needed.

Naturally, with the growth of the shops themselves, there was need for increased personnel, which, in turn, required additional camp space. Such of the companies still on duty in outlying French shops as could be released from this work were brought to Nevers, where a camp was built capable of housing 4,000

men, and additional men, most of them with no railroad experience, secured from replacement camps. Camp Stephenson, as it was named, was undoubtedly one of the best in France, with its complete sanitary system, company shower baths, a Y. M. C. A. building capable of seating 1,400 men, and its well-stocked library. Classes in mechanical subjects were being conducted at Camp Stephenson some time before the organization of the regular A. E. F. schools.

An idea of the magnitude of the Nevers operation may be gained from the fact that the camp itself occupied about twenty-five acres of land, the car shops about twenty acres and the locomotive shops forty-five acres.

In February, 1919, the first detachment left Camp Stephenson en route for the United States. The remaining personnel was returned in detachments of about 500 men, the last to leave being a small detachment from the supply depot who remained behind on special duty for the purpose of assisting in turning over the shops, supplies and equipment to the French.

The work accomplished by the 19th Regiment of Engineers is something that cannot be appreciated except by those fully acquainted with the difficulties that were continually encountered and overcome, both at home and abroad. With few exceptions, officers and men had had no previous military experience, their training consisting, on the part of most of them, of that obtained during the few weeks spent in barracks in Philadelphia, but they developed a military organization and left behind a record of achievement, individually and as an organization, of which any regiment may well be proud.

AIRMEN OF PHILADELPHIA

In the brief period that has elapsed since the ending of the World War, it has not been possible to secure complete and accurate records of either the airmen of Philadelphia or their wonderful feats, performed on both the training camps and fighting fields.

Many a brave pilot gave up his life in the training of the material that was later to be flying fighters over the battle lines of France. Heroes all: no matter the part they took, or whether at the present writing a record of their brave deeds be not obtainable.

Philadelphia, standing for years, as one of the great cities foremost in aviation, from the birth of that art, it was but natural that hundreds of its bravest young citizens should enter the air service. In this brief sketch are included as Philadelphians many familiar names of airmen who actually reside in towns adjoining, but who are known as Philadelphians on account of their close association with the city in business and social life.

A greater part of this history has been from necessity drawn from cable and telegraphic messages and some inaccuracies are bound to occur, as official records are not as yet accessible.

Much credit is due the press of Philadelphia for the vast amount of material furnished regarding Philadelphians in the air service, their deeds and exploits. The files of all Philadelphia papers have been carefully searched for a part of the records following.

The *Air Service Journal* of September, 1917, states that "the complete roster of the Americans who volunteered and were accepted for active duty with the

French Aviation Service has never been published." In the list of names that is given by the *Journal*, we find the following Philadelphians, some of whom were still in training at the French aviation schools at Avord and Etampes.

Charles J. Biddle, Avord School; Julian C. Biddle, killed in action; Leo J. Brennan, accepted, but not assigned; Lewis Leslie Byers, accepted, not assigned; James A. Connelly, Jr., Avord School; John Armstrong Drexel, Lafayette Escadrille; Joseph Flynn, Avord School; Charles Kerwood, Avord School; Upton S. Sullivan, awaiting acceptance; Stephen Tyson, Avord School.

On May 5, 1917, Robert Glendinning, prominent banker and aviator, received from Secretary of War Baker, his commission as a Major in the Aviation Section of the Officers' Reserve Corps of the United States Army. Major Glendinning had long been one of the leading promoters of better aviation service for the Army.

In the autumn of 1916 the Major made a tour of the Army aviation schools of France and shortly after his return, gave a practical demonstration how Philadelphia might be bombarded from the air, by flying over the City Hall and dropping imitation bombs in the heart of the city. It was through the efforts of Major Glendinning that the Philadelphia School of Aviation at Essington was taken over by the government as a training school for Army aviators.

Major Glendinning is a native of Philadelphia and was graduated from the University of Pennsylvania, class of 1888. He is head of the firm of Robert Glendinning & Co., bankers and brokers. He is a member of the Aero Club of Pennsylvania and a Spanish-American War veteran. For his illustrious services in France and Italy he was later promoted to the rank of Lieutenant Colonel. He was decorated by the King of Italy and served in the balloon section during the latter part of the war.

The body of Julian C. Biddle of the Lafayette Escadrille who had been reported missing and probably killed in action on August 18, 1917, was washed ashore by the tide at Egmond-Aan-Zee, on the north coast of Holland on September 2d. The manner in which Biddle met his death has never been cleared up. All that is known is that the aviator ascended at St. Pol, France, to carry dispatches to Dunkirk, and disappeared, nothing definite being known as to his fate until his body was washed in by the sea. How he got over the sea is not understood, as his route was entirely over land. The most probable solution seems to be that the Philadelphia airman became involved with hostile flying forces and that the struggle carried him seaward. The burial of his body in the little coast village was made with due honor.

Prominent among the American aces of the Great War stands the name of Major Charles J. Biddle, Pennsylvania's first "ace." Major Biddle's record as an airman is an enviable one. He was first a member of the Escadrille 73 of the French Aviation Service; then of the famous Lafayette Squadron, and later was Commanding Officer of the 13th American Pursuit Squadron. Still later he was made Commanding Officer of the 4th American Pursuit group, composed of four squadrons. It was on the second day of the advance on the Western Front, late in the summer of 1918, that Major Biddle carried out one of his bravest deeds. At an altitude of 18,000 feet Major Biddle lay in wait for a German two-seater, which at once accepted his challenge. After a considerable expenditure of ammunition on both sides, the observer of the German machine was shot through the head.

The German pilot, however, continued to fight until the synchronizing gear of his machine gun was disabled. He then attempted to escape but was wounded.

Major Biddle preferred to capture the German and gradually drove him towards the American lines and they both made a perfect landing just north of Nancy, in the Vosges.

Major Biddle was cited several times for his bravery. He was severely wounded in May, 1918, during one of his many air battles. Major Biddle has eight official victories to his credit and many decorations.

High honors were given Captain J. D. Este who served with the aviation section of the Signal Corps in France. He was cited for extraordinary bravery while leading his patrol in an offensive over the enemy's lines.

The official citation states that on September 13, 1918, while leading his patrol in an offensive at Chambley, his five machines were attacked from above and behind by an enemy formation of seven single seaters. It adds: "Although outnumbered and in a very disadvantageous position, he did not hesitate to lead his patrol to the attack." The citation further states that "through the combat that followed Lieutenant Este fought with the greatest bravery, in spite of the fact that he himself was attacked by two enemy planes, which fired at him from point blank range from the rear and above. By his skill and courage he was able to keep his formation together, and they succeeded in shooting down three of the enemy planes of which Lieutenant Este himself destroyed one and drove another out of control."

Captain Este had the honor of flying the first American-made aeroplane with a Liberty motor. He enlisted after war was declared and trained at Essington and Kelly Field, Texas, afterward being sent to France. While there he was assigned to training and organization work. Press reports credit Captain Este with five official victories over Hun planes and fully twice that number unofficially.

Lieutenant J. Sydney Owen was another Philadelphian who served in France. Lieutenant Owen received citations in recognition of his work.

One of the saddest incidents at the close of the war was the tragic death of Captain Hobart Hare Baker, familiarly known throughout the country as "Hobey Baker." Captain Baker was killed on his last aeroplane flight, shortly after making his plans to return to his home. This was in a practice flight from the aerodrome at Toul, France, December, 1918. Captain Baker was one of the best known college athletes of recent years. He became interested in aviation and started flying long before the United States entered the war. Later he enlisted and was sent to Essington as an Instructor in Aviation. After a few months he went overseas and became a member of the Lafayette Escadrille, and later with the formation of the American flying units in France, he was transferred to one of these. Glowing tribute was paid Captain Baker by Major Charles J. Biddle, who was in command of the group in which Baker served.

Major Biddle said that Captain Baker during his services at the front brought down three German machines in the last ten days of the war. The last machine attacked by Baker was 20,000 feet in the air and was carrying propaganda leaflets to be dropped among American infantry. "There was no finer man or a better pilot" said Major Biddle. "He was very skilful and particularly fearless. He would have had an even greater record than he did if it had been possible for him to have been at the front more than he was."

One of the bright spots of war's gloom are the letters which came to the mother of Lieutenant Charles Wallace Drew who was connected with the Thirteenth Aero Squadron while fighting in France. In September, 1918, he cabled his mother the message: "Well and happy. Have downed my first Boche and am on a three days' permission." Later in his letters he writes: "I am absolutely jolly, well satisfied with my plane, my guns, my squadron, our quarters, life, and best of all our captain, who is no other than Captain Charles Biddle of the old Lafayette—a splendid fighter and a thorough gentleman."

The official confirmation of Drew downing his Hun says he was attacked by four Fokkers. He attacked the first, a plane which was firing on Lieutenant Freeman. He then later attacked a Fokker which was climbing to get on the tail of his machine. He observed a number of his shots made direct hits on the motor and wings of his enemy's plane and he followed same down to an altitude of 600 meters and when last seen the enemy was going down in smoke.

Soon after this exploit Captain Drew was shot down by German planes and he was captured. An explosive shell had torn his right arm and he was taken to a German hospital where the arm was amputated in order to save his life. For his bravery Lieutenant Drew was officially cited and awarded the Distinguished Cross.

"I am not a hero and I am not an ace," Captain Drew protests when his fellow citizens make a "fuss" over him. "I just did the task assigned to me."

Late in February, 1918, General Pershing sent word to Washington of the death in France of Arthur H. Wilson, a cadet in the American Aviation Service.

As no details were given it is believed his death was accidental, as letters received from him a short period before indicate that he had just finished his test and had not begun combats with the enemy.

Wilson, although a Philadelphian, was studying and teaching in New York when war broke out between the United States and Germany—that very day he enlisted and was transferred to the aviation service.

He finished his examination and was sent to Cornell where he did his ground work. From there he was sent to France as one of the "honor men," the best in his class. He was a graduate of the Arts Department of the University of Pennsylvania in the class of 1912.

In this short chapter it is not possible to give a record of the brave deeds or even names of all the Philadelphians in the flying service. At a later date no doubt a more voluminous history will be compiled wherein a complete record of all who took part in the Great War will be given credit for the work they did.

The deeds recited above are exploits of some of Philadelphia's most prominent and well-known aviators, but deeds just as brilliant and daring were undoubtedly performed by the other flying fighters as the following press account will show.

Twenty Philadelphia aviators fell to their deaths abroad during the vast operations which marked the domination of the air by the Allies. Nine more were brought down by the Huns and placed in German prison camps until after the armistice. These figures show that in the fighting in the air this city contributed in the same unsparing manner that marked the sacrifice of Philadelphia lads in the battles on the soil of France. To offset these sad fatalities Philadelphia can lay claim to many signal honors bestowed as the results of the bravery of her sons in aerial conflict. The Distinguished Service Cross of the American Army has been won by three local aviators, one of whom paid the supreme price in the deed

which won for him the coveted honor. France has pinned the Croix de Guerre on the breasts of three other Philadelphia aviators and one of that trio also has made his last great flight. Four other Philadelphia flyers engaged with the Italian armies during the disastrous campaign along the Piave and later in the splendid victory which thrust Austria from the war have won the Italian Service Ribbon for conspicuous bravery.

Those who died abroad in combat or accident are as follows: Captain Hobart Amory Hare Baker, Lieutenant Horace Baker, Lieutenant Julian C. Biddle, Lieutenant David Bispham, Jr., Lieutenant Mortimer P. Crane, Lieutenant Richard Foulke Day, Lieutenant William L. Deetjen, Lieutenant Norton Downs, Lieutenant Charles T. Evans, Jr., Lieutenant William F. Gallagher, Lieutenant Norman Hughes, Lieutenant Warren T. Kent, Lieutenant Paul B. Kurtz, Lieutenant Harold B. Merz, Lieutenant Wistar Morris, Lieutenant Hilary B. Rex, Lieutenant Philip N. Rhineland, Lieutenant Walter M. Smyth, Lieutenant H. Pennington Way, Corporal H. H. Houston Woodward. Of the above, Lieutenant H. Pennington Way was awarded the Distinguished Cross (posthumously), while Corporal H. H. Houston Woodward was awarded the Croix de Guerre after his death.

The nine who were brought down behind the German lines and placed in prison camps were: Lieutenant Earl Adams, Corporal Lewis L. Byers, Lieutenant Charles W. Drew, Lieutenant Brooke Edwards, Sergeant Charles Wayne Kerwood, Lieutenant Henry Carvill Lewis, Lieutenant Stewart A. McDowell, Lieutenant John Joseph Meredith, Lieutenant Frederick Westing.

The following shows the Distinguished Service Cross, Croix de Guerre and Italian Ribbon awards for Philadelphia. This is the official list as announced by the government:

Awarded Distinguished Service Cross: Major Charles J. Biddle, Lieutenant Chas. W. Drew, Captain J. Dickinson Este, Lieutenant H. Pennington Way (deceased).

Awarded Croix de Guerre: Major Charles J. Biddle (with palm), Sergeant Charles Wayne Kerwood, Corporal H. H. Houston Woodward (deceased).

Awarded Italian Service Ribbons: Lieutenant Horace Drever, Lieutenant George N. Hyland, Lieutenant Earl D. Ranck, Lieutenant Richard Goodman.

Major Biddle also received the Cross of the Legion of Honor (French) and the Order of Leopold (Belgian).

THE LAST FLIGHT

O God of France, we pilots pray
For France's safety, and obey
Thy pointed finger in the gale,
Hail to Thee, Master of Storms, All Hail!
Keep me this day from sudden sorrow,
Spare me today for I'm home tomorrow.
Guard me this day 'gainst the weakened wire,
The tiny bullet of flying fire,
The treacherous wings that would buckle or break,
To drag me down in its whistling wake,
The morrow brings respite from fighting and flying
And a breath of the Seine ere day is dying.

(Dabney Horton, Sergeant, French Aviation Service.)

THE AMERICAN FOREIGN LEGION*

Very few civilians realize how varied were the efforts to make the American Army the most efficient fighting force ever produced in the history of the world.

One of the problems confronting those in charge of the development of the Army was caused by the number of men, particularly among the draftees, who spoke little or no English, and whose conception of the reasons for America's entry into the war were vague or even worse. For example a National Army soldier confidentially told a Philadelphian in the Army "Y" that "The Kaiser, he treat his people so bad we go over to help them."

Therefore, an experiment was made at Camp Meade which resulted in the formation of what was popularly known as the "American Foreign Legion." In September, 1918, the Fifth Development Battalion of the 154th Depot Brigade was formed and was composed entirely of foreign-born and foreign-speaking men. This unit was organized largely through the efforts of Brigadier General E. E. Hatch, who felt that there was merit in so uniting tongues and races that a real esprit de corps would be engendered.

About 50 per cent of the men in this battalion were Philadelphians and three of the original officers were from this city: Captain Sigmund J. Laschenski, Captain Eugene Prostrednik and First Lieutenant Henry F. Vache.

Each company had interpreters, and companies and platoons were composed exclusively of Italians, Poles and men of other nationalities. The companies were officered by those who not only spoke English but also the native language of their men and the various commands when given in English were repeated in a foreign tongue. In this way the men learned how the various commands sounded when given in English and they were taught how to execute the commands by directions in their own language.

Real Americanization work was undertaken. The men were taught to read and write English, and American sports were explained and played. Great rivalry sprang up between all nationalities which led to great efficiency in many ways.

The attention of the General Staff at Washington was drawn to the way in which this scheme worked out and although at first it was believed that as a result of this classification a better organized labor battalion only would result, in October, 1918, the battalion was fully equipped for overseas duty and was reviewed as an infantry unit at Camp Meade by officers from the General Staff at Washington.

The result of this review was that a number of the officers were detached from the battalion and sent to camps elsewhere to aid in the organization of similar units.

In November the battalion made final preparations for overseas duty, but the signing of the armistice prevented and soon after November 11th the battalion was demobilized and was the first to leave Camp Meade.

THE 16TH INFANTRY—1ST DIVISION

BY THOMAS S. CLINE, FORMER CHAPLAIN

The story of the 16th Infantry in France is an epitome of America's achievement in the World War. It tells how a regiment, originally composed of regulars, was reorganized for overseas service, whisked from the Mexican border 3,000

*By the Secretary of the Philadelphia War History Committee. Information supplied by Lieutenant Vache.

miles across the country, spirited for another 3,000 miles over the sea, trained in the art of trench warfare by the Chasseurs, France's best, sent into the trenches for its baptism of fire, and then after a month's rest plunged into the supreme test of war's crucible. It tells also how the 16th gained all the objectives assigned to it, in each of the great battles that followed—Cantigny, Soissons, St. Mihiel, the Argonne and Sedan. The regiment was refilled three times over. The originals were half regulars, half volunteers; the replacements were National Army men. But from first to last the morale of the 16th remained constant and unbroken.

A number of Philadelphians served as officers and enlisted men in the 16th.

The regiment sailed from Hoboken for France on June 11, 1917, and reached St. Nazaire on June 26th. The four regiments which landed that day were the first American regiments to land in a European country.

On the 14th of July, 1917, a battalion of the 16th was reviewed by Marshal Joffre and President Poincare in Paris. When the parade visited the tomb of Lafayette, General Pershing uttered the famous words "*Lafayette, we are here.*"

For intensive training the regiment located in the Gondrecourt area, not far behind the sector which was eventually to become the American front. During the first month the battalions were instructed separately. Then followed a month of actual occupation of the trenches with veteran troops in a quiet sector. The third month was devoted to training as a complete division, under the direction of their own officers. For teachers they had the Alpine Chasseurs. The splendid effect of the training of these brave and snappy Alpinists was evident in the dash and finish of the work not only of the 16th Infantry but of the whole of the 1st Division to which they belong.

The 16th Infantrymen were among the first Americans to enter the trenches. They were the first to shed blood. This occurred in the Bathlemont raid which took place November 3, 1917. The 16th had relieved the French in what had been a quiet sector near the city of Nancy. The Germans, who had been informed of the arrival of the Americans by traitorous signals from Bathlemont put over a box barrage. They captured several prisoners and killed three men of the 16th, Gresham, Enright and Hay. A noble monument, erected by the French Government, now marks the place where they fell.

The 16th did valiant service in defending the Toul sector and more particularly the Montdidier sector; but the first great offensive battle in which they participated was that of Soissons.

The force of the German Chateau-Thierry offensive had established a deep Marne salient which tempted General Pershing to make a counter-offensive. In the great surprise attack which he launched on July 18th, the 1st Division was in the forefront. For five days the 16th Infantry fought a terrible but glorious battle. Whole companies were wiped out in a short time. When officers were shot down non-commissioned officers took command of battalions. The casualty list tells the story of hard fighting. Killed, 204; wounded, 940; missing, 590; total, 1,734.

Never before nor after did the 16th suffer such heavy losses in the same length of time. They had their objectives to take and they did not count the cost. It was something to recover seven or eight miles of the sacred soil of France, but that was incidental. They were helping to win the crucial battle which was destined to turn the whole tide of the war.

When the Marne salient had been flattened out and General Pershing was free to carry out an all-American offensive on a large scale at St. Mihiel, again the 1st Division played a prominent part. Here the 16th showed signal aggressiveness and efficiency in advancing against an entrenched enemy, through formidable wire entanglements, over a broken terrain made more difficult by rain, and capturing promptly all objectives assigned to it.

The 16th went over the top in the Meuse-Argonne battle on October 11th, and the ten days that followed were terrible days in the story of the regiment. On the day of the attack they pressed forward over five miles against the stiffest opposition of Germany's best warriors and took their objective, the town of Fleville. The 3d Battalion which led that day started out in the morning with twenty officers and 300 men. When they dug in at dusk they had but two officers and 240 men. Their heroic work had enabled the regiment to carry out its orders. *The fact should be recorded that the 16th Infantry was the only unit not only of the Division but also of the Army that was able to take all of its objectives that first terrible day in the Argonne.*

When the 1st Division was finally relieved by the Rainbow Division, and opportunity came for the calling of the roll it was found that of the sixty-two officers and approximately 2,600 men, which the 16th sent into action, seven officers and 129 men were killed, twenty-three officers and 312 men were wounded, four officers and 293 men were gassed, one officer and 361 men were missing.

This casualty list of thirty-five officers and 1,600 men is more eloquent than anything we can say regarding the heroic battle fought by the boys of the 16th on the edge of the Argonne forest.

In the citation which General Pershing gave the 1st Division after the battle of the Argonne, he said, "The Commander-in-Chief has noted in this Division a special pride of service and a high state of morale, never broken by hardship or battle." Those words applied to no unit more truly than to the 16th.

The 16th Infantry was the only unit of the 1st Division seriously engaged in the Sedan drive. By a maneuver, daring in its conception and brilliant in its execution, the regiment reached Hill 202 overlooking Sedan before the battle was called off. In speaking of this point General Pershing said, "The strategical goal which was our highest point was gained. We had cut the enemy's main line of communication, and nothing but surrender or armistice could save his armies from complete disaster."

On December 1, 1913, for the first time in history, American troops marched on German soil. The 16th Infantry led the way along the west bank of the River Moselle. The regiment finally took station in the region of Dernbach, near the circumference of the Coblenz Bridgehead, which had been assigned to the 3d Army. Here they remained on outpost duty for many months until the glad news came that they were to have the honor of returning to the United States with General Pershing. They had been the first to go to France and they had stayed to the finish.

The men of the 16th take just pride in their regiment. They rejoice in the fact that it was ready for immediate service when America entered the war; because it served in the 1st Division; because it had the privilege of training with the Chasseurs; because it was the first to shed its blood in contact with the Germans; because it never failed to take all objectives assigned to it; because it never yielded

a foot of ground to the enemy; because it was among the first American troops to march on German soil; because it is entitled to wear the French fourragère; and because the Commander-in-Chief honored the regiment and the Division by parading with them in New York and Washington upon their return from France.

The following tribute was paid to the 16th Infantry by Brigadier General Frank Parker, U. S. A.:

To the 16th Infantry of the 1st Brigade of the 1st Division American Expeditionary Forces:
To those officers and men who have held, faithfully, in this war, the posts of highest honor, those nearest the enemy;

Who with their sweat and blood have taken the ground that meant victory;

Who have impressed upon Europe, in the supreme test of battle, the quality of American manhood;

Surely all honor is due.

Just so surely is this honor the greatest where duty was most difficult, and where it was best done, whether by colonel or private, matters not.

Each one in his appointed place, each one to his own work, and each man's duty of equal importance in the face of death.

There is to my thinking, nothing finer in this world than the self-effacing role of the true private soldier of infantry, and nowhere in this war has this private soldier of infantry been truer to his country's expectations of him than in the 16th Infantry.

All honor then to these men, and to those gallant officers and non-commissioned officers, who taught, inspired and led these private Great-Hearts in the van of the American Expeditionary Forces.

PHILADELPHIA WOMEN IN THE SERVICE*

In the World War the records established by American women proved that they were worthy to share with the men in the defense of the nation, for they occupied posts of danger and positions of grave responsibility.

It is interesting to note that the first woman to enlist in the United States Navy was a Philadelphian—Miss Loretta Walsh—who was sworn in by Lieutenant Commander F. W. Payne, U. S. N., at the United States Naval Home on Grays Ferry Road, March 23, 1917. From that date it is estimated by Miss Margaret Thomas, Commander of American Legion Post 50, yeomen (f), that over 2,000 Philadelphia women enlisted in the Army, Navy and Marine Corps. The majority of these were listed as yeomen (f), and they served at the Navy Yard, at the Commandant's Headquarters, 12th and Chestnut streets, at the Naval Home, in the disbursing offices, at the piers, and at the storehouses, recruiting stations and shipyards. In fact, at any plant or station under government control.

A large number of Philadelphia women served in Washington and in other parts of the country, as they were all subject to transfer from point to point. The greatest number served in various clerical capacities, as stenographers, telephone operators, etc., and in the Camouflage Department.

Among those who acted as stenographers were some specially trained women who, during the submarine excitement in 1917, served in the Communication Office at League Island and elsewhere. Time and again these women were on duty for twenty-four hours at a stretch, and a great deal of their normal work was done at night. The only yeomen (f) enlisted in the Fourth Naval District to go overseas went with Naval Base No. 5.

*Summarized by the Secretary of the Philadelphia War History Committee.

There were twelve "marinettes" stationed in Philadelphia, of which nine were residents of this city. Their work was at the Marine Recruiting Station, at the Quartermaster Corps' Depot and at the Advanced Base Headquarters, U. S. M. C.

Miss Margaret Thomas, whose length of service extended from April 11, 1917, until January 1, 1920, was a Chief Yeoman, and rendered such distinguished service under Lieutenant Commander Payne as to receive a special letter of commendation from him.

At least one thousand Philadelphia women served as nurses in the Army. The Nurses' American Legion Post No. 412 is being rapidly developed. Miss Caroline Waltemate, who was with Base Hospital No. 10, is Secretary of the post. This post is known as the Fairchild Post, in honor of Miss Helen Fairchild, who also was with Base Hospital No. 10 and who died in service overseas.

Among the Philadelphia nurses who were decorated for bravery were two who were with an American Base Hospital attached to the British Army. These women were decorated by the Prince of Wales during his visit to America, one in Washington, D. C., the other in New York City.

PHILADELPHIANS IN THE TANK CORPS

The original plans for the United States Tank Corps called for ten heavy and fifty light tank corps battalions. However, only a few were organized and a still smaller number went overseas and got into action. In the light tank corps battalions a number of Philadelphia men served, particularly in the 339th, 311th and 345th.

The recruiting which was done in Philadelphia during the summer of 1918 was largely for the light tanks. Those men who did serve in these battalions used French tanks with double Mercedes engines.

The men recruited in Philadelphia and elsewhere during the special efforts made to increase the personnel of the "Treat 'em Rough" Corps were sent both to Tobyhanna and Gettysburg in Pennsylvania, and also to Camp Polk, at Raleigh, N. C., and to Camp Greene, at Charlotte, N. C.

Of the heavy tanks corps battalions, the 301st was the only one to get into major actions. It operated with the British Army in support of the 27th and 30th United States Divisions in the second Somme offensive, and also with the 3d and 5th Australian Divisions. These heavy tank corps battalions operated forty-eight



Courtesy of Frank W. Bulter, the Stanley Co. of America.

Miss Loretta Walsh of Philadelphia. First Yeoman (f). Sworn in March 23, 1917.

tanks of British make, driven by a specially designed Recardo engine, which replaced the Daimler tractor engine in the original British tank. The 301st Battalion, United States Tank Corps, was largely recruited at Camp Meade, and Company A was mostly Philadelphian in personnel. From Camp Meade the battalion went to Camp Merritt and sailed in March, 1918, for France.

It saw service in four major actions: first, at the Hindenburg Line, in the Bellicourt-Naury sector, September 29, 1918; next, in the second battle of Cambrai, in the Brancourt sector, October 8, 1918, and in two major actions in the LaSelle River, October 17 and 23, 1918. After this date it was held in reserve at the second battle of Mons, and remained with the British forces until the signing of the armistice.

FIRST (later 106th) TELEGRAPH BATTALION, S. R. C.

BY P. L. SCHAUBLE

When by Congressional action, just before our country declared war, a Signal Reserve was created, Philadelphia took the lead, and as a result the plans for organizing the First Telegraph Battalion S. R. C. were made in this city. Although the name was changed later to the 106th Telegraph Battalion, S. C., U. S. A., its original name was far more appropriate. There are many reasons. It was the first reserve telegraph battalion to be organized; it was the first reserve unit to be ordered overseas; it was the first complete signal unit to arrive in France; it was the first technical unit to be attached to General Headquarters, A. E. F.; when the First Army Corps was formed, it was the first technical unit designated as a part of the corps.

Congress created the Signal Reserve. The War Department organized it. It was but natural for the Bell System, as the largest communication business in the world, to be called on to assist in the work. Plans were made through the co-operation of the American Telephone and Telegraph Company, the parent organi-



Battalion at Independence Hall, June 18, 1917.

zation of the Bell System, for the recruiting of several battalions from the associated Bell Companies. It was due to the enthusiasm of its Vice-President and General Manager, Leonard H. Kinnard, who later became its President, that the Bell Telephone Company of Pennsylvania, with its two associated companies, which operate Delaware and southern New Jersey, were the first actively to start the work. Out of 6,000 male employees, 1,100 volunteered. As a result, a battalion was organized, one company from Philadelphia and the eastern territory and the other from western Pennsylvania. Practically the entire roster of this organization, comprising 215 men and ten officers, was drawn from the employe body.

The battalion was sworn in during the latter part of April, 1917. By the middle of June they were in camp at Monmouth Park, New Jersey, later known as Camp Alfred Vail, and on August 7th were on shipboard, arriving at St. Nazaire on the 21st. In less than four months these raw recruits with no previous military experience had been whipped into shape as splendid soldiers and landed in France ready for any emergency.

Just a word as to the quality of the personnel of the organization. Is it not significant that three men from this organization were picked to accompany General Pershing when he left the United States to take up his duties as Commander of the as yet embryonic A. E. F.? Is it not worthy of note that from the handful of men in the battalion, there developed prior to the end of the war, two lieutenant colonels, five majors, three captains, eight first lieutenants, nine second lieutenants and more than a score of non-commissioned officers?

After a few days at Base Camp No. 1, in St. Nazaire, the battalion was assigned to Chaumont to equip with telephone service the buildings which in a very few days were to be used for General Pershing's headquarters. While part of the organization was rushing this work, the remainder began the construction of a line from Chaumont to Neufchateau. This was a long and tedious task. American tools and materials were not yet available, as the battalion had come to France with one of the earliest convoys, and before any amount of equipment had begun to arrive. However, the line was completed on September 27th.

While Company E of the battalion extended the line south toward Langres from Chaumont, Company D wired various training areas preparatory to the arrival of American divisions who were to be trained in this section. The entire winter was spent in this preliminary construction work. The area in the vicinity of Vaucouleurs was completely equipped and a line run from Vaucouleurs back to Chaumont.

It was similar to work back home, and yet it was different. The boom of guns could be heard in the distance. Not far away men were falling, wounded or dead in the very cause which had brought these men with their "spurs" and pliers to France. There was no need to urge the men on. They were called the "battalion of hand picked men" and they knew why they were there. Telephone lines went up as by magic, switchboards and telegraph equipment were installed in jig-time. They were there for business.

There was some diversion during that first winter on foreign soil. There were parties at Hallowe'en, at Thanksgiving and at Christmas. These parties were very much helped by the use of a mess fund which had been contributed by the employes of the telephone organization and which had been turned over to the battalion before it went to Monmouth Park.

It was during this winter that the battalion lost the name in which it took so much pride. But pride could not be considered in the waging of war and the First Telegraph Battalion became the 406th under which name it operated until it was demobilized.

In January the 406th which had become scattered over the Chaumont area on various construction jobs, was mobilized at Neufchateau preparatory to forward work. In February, it was assigned to the First Army Corps as the Headquarters Telegraph Battalion. The next couple of months were spent in divisional work, Company D building lines to the front and Company E doing construction work in the rear areas.

From March until June, details from the battalion were assigned to listening post work for the radio intelligence service in the vicinity of Nivray and Seicheprey. This involved the stringing of lines over No Man's Land and maintaining them, constantly under fire. Several times during this period the enemy raiding patrols advanced past the dugouts in which the signal men were intercepting hostile radio and wire messages, but were driven back by the counter-attacks of the allied forces.

In June, the First Army Corps was transferred to the Marne salient, there to prepare to meet the next German drive on Paris. This marks the beginning of the concentration of American troops for active service under American command. Many American divisions had seen service with various French and English units but now an American Army Corps, under American command, was to take the field.

The battalion spent the next month in preparing the lines of communication for the coming battle. Headquarters was at La Ferte-sous-Jouarre. The battalion took over the operation of all the telephone exchanges in this area and kept the lines in repair. In addition to the telephone operation, repair work, and construction work, the battalion motor sections were called on to assist in the transportation of troops and ammunition to the front.

The battle is a matter of history. The Germans made an attack on July 15th. The Americans with their Allies could not be budged, and on the 18th, the great counter offensive began which drove the Hun back and removed the menace to Paris.

As the battle progressed and the Germans retreated Corps Headquarters was advanced from place to place, first to Montreuil, then to Buire and later to Chateau Moucheton. The battalion installation men rushed the switchboards and wires ahead sometimes arriving at the place designated for the "P. C." (Post of Command) before the Germans were driven out of the vicinity.

The advance continued to the Vesle, headquarters being established at Fere-en-Tardenois. There is little opportunity in a brief account of this nature to tell of the strenuous days and nights, always under fire, which the signal men spent. They carried no arms except pistols. They had no opportunity to get the thrill which comes from actual fighting. They were forced to content themselves with the thought that without the lines of communication which they were carrying forward, the battle could not proceed successfully.

The Marne salient was wiped out. When the Vesle was reached and the battle line became stationary, the First Army Corps hurried to new fields. It was next to take part in the great attack which was to drive the Germans out of the St. Mihiel sector. Corps Headquarters was established at Saizerais about the

middle of August, and until early in September preparations were made for the attack. All of the forward exchanges were taken over by the battalion men and on September 12th, the battle began. The orders provided that after three days the First Corps was to be withdrawn and transferred to the Argonne sector to assist in driving the Germans back in that region. The St. Mihiel offensive progressed so rapidly that the Hun was completely on the run by the time the First Corps left the battle line.

After a very brief period spent in equipping the new headquarters at Rarecourt in the Argonne sector, and in taking over all of the advance telephone and telegraph offices, the attack began which was to continue almost without interruption until the enemies threw up their hands on November 11th. As the forces became engaged with the Germans in the Argonne, the construction of a telephone line was started, following on the very heels of the advancing troops, to maintain communication to the rear. This line was built from salvaged poles from Boche camouflage screens and in places from lines abandoned by the enemy. The advance was so rapid that at times it was impossible for the signal men to keep up with it. At such times they jumped ahead and resumed work again just in the rear of the fighting forces. This line followed the entire advance through the Argonne.

An advance "P. C.," the code name of which was "Bouthead," was established in a huge dugout at Cotes-de-Forimont. This was an important office and a large part of the battalion force was stationed here to operate the telephone and telegraph equipment and maintain the lines. As the Argonne was cleared of the enemy, lines were built in what were now the rear areas for the handling of trains on the rebuilt railroads.

A lull in the advance was followed by a renewal of the offensive on November 2d. Grandpre, after a terrific struggle fell to the Americans, and the telephone line was rushed on toward St. Juvin. Corps Headquarters was established at Harricourt to which place the battalion moved. The enemy was now on the run and the American forces rushed after them toward Sedan. Just two days before the armistice was signed, the First Corps, including the 406th Telegraph Battalion, was relieved.

The battalion had seen practically continuous service since the first American offensive began in July. During that period of nearly four months on active fronts, the men had engaged in nearly every kind of work. They had constructed communication lines to prepare for the various attacks. And when the actual battles started they were occupying the front line telephone exchanges. This sounds like rather prosaic work. Let one of the men dispel any such illusion. The Marne offensive was just starting. The 406th had installed a switchboard in a dugout at Montreuil. It was being operated and the lines in the vicinity kept in repair by the same organization as the attack began. It was the night of July 17th.

"About 11.30 all our lines to the Yankee Division went out of service. Two of the men left the dugout to find the break. Shells were dropping by the ton. Down the hill in the pitchy darkness the men stumbled. They fell into a huge cavity. It was a shell hole. The shell had fallen on the telephone line. Nearly a hundred feet of the wires had been shot away. A quick repair was made. No sooner had they returned than all lines to the rear went out. This cut us off from headquarters. A detail started out and found the line almost completely broken down by shell fire. Repair after repair was made. Many times, the same



Photo by D. Sargent Bell

Final Review of the 106th Telegraph Battalion.

job had to be repeated as shells tore down the newly repaired wires. It was not until the next evening that these men returned to the dugout.

"While they were gone, the operators at the switch-board were having a 'hot' time. Officers at the rear were demanding connections to the front. Officers at the front were asking for connections to the rear. Next was an order changing the direction of attack. And every call was an emergency call."

Such was life at the advance exchanges. In the rear the motor sections with some sixty to eighty vehicles of various vintages in their care had no light task. Hauling signal corps material by day, snatching an hour now and again for repairs, and spending the night hauling troops and

ammunition to the front, these chauffeurs and repairmen had a strenuous time.

The Telegraph Battalion had been in France a year and a half. It had made such a reputation for itself that when Colonel Voris, Signal Officer of the First Army Corps was preparing to enter the Occupation Zone in Germany, he pleaded to be allowed to take this "Battalion of Experts" as he called it. He agreed to dispense with the additional signal unit which was allowed to an Army Corps, if he could have these Pennsylvania Bell men. The Chief Signal Officer ruled that these men had already done their share in the war and were not to join the Army of Occupation. So winter quarters were taken up at Tonnerre.

The question uppermost in the minds of every man in France now was, "When do we go home?" During this winter the men of the battalion had their first "vacations" since they had arrived in France. During this period, too, a Horse and Motor Show was held in the First Army Corps and four motor vehicles were entered by the battalion. Each of the four was awarded the Blue Ribbon in its respective class. One of the four received the Grand Prize for all classes.

On April 8th, the battalion boarded the *Seattle* at Brest. Easter Sunday found the ship in New York harbor, and at midnight the battalion arrived at Camp Upton. Three days later it was transferred to Camp Dix for demobilization. On April 26th the signal men were finally mustered out of service.

The 106th, which many of its friends and members still called the First Telegraph Battalion, ceased to exist as an active military unit, having completed just two years of service — twenty months of which had been spent overseas. These

men had laid down their telephone tools to serve their country. After two years of absence they again took up their work, richer by their experience in having shared in the fight to preserve democracy.

THE STATE FENCIBLES IN THE WORLD WAR*

The State Fencibles, having responded to every call for duty since its organization in 1813, and seeing the part the United States were destined to play in the World War, passed a resolution on March 28, 1917, requesting authority from the Mayor of the City of Philadelphia to increase the command from a battalion of four companies to a full regiment. This permission was granted on April 2, 1917, and recruiting was at once begun.

By April 14, 1917, the regiment had been fully organized, recruited and partly equipped, and on that day, 1,200 men were paraded and reviewed by the Mayor of the City of Philadelphia and by members of Councils and citizens generally, from the West Plaza of City Hall. The services of this regiment were immediately tendered to the Governor of the State of Pennsylvania to form part of its quota, and to the President of the United States; also to Colonel Theodore Roosevelt, who was at this time attempting to form a division, to be known as the Roosevelt Expeditionary Forces, for immediate service in France.

At the opening of the war the authorities at Washington found themselves divided into two groups, one favoring the volunteer system, and the other, the selective draft. The final decision of Congress, in favor of the selective draft, made it impossible for the State Fencibles' Regiment to enter the service as a unit. The regiment up to this time had been recruited to 1,960 officers and men. "I regret," said Colonel Theodore Roosevelt in a letter addressed to the State Fencibles, "from the standpoint of the country that your services were not utilized. But the country has every reason to be proud of the zeal, patriotism and business-like efficiency with which you came forward."

The Fencibles later deemed it advisable to permit the various members to select other branches of the service so that the organization would be properly represented in this conflict.

The members of the Fencibles later entering the service were mustered at Fort Allen, Camp Brown, Columbus Barracks, Camp Dix, Frankford Arsenal, Camp Green, Camp Hill, Camp Hancock, Camp Humphreys, Camp Jackson, Camp Johnston, Fort Jay, Camp Lee, Camp Meade, Camp Merritt, Philadelphia Navy Yard, Camp Slocum, Camp Upton, Camp Vail and Wissahickon Barracks.

Its members were represented in the United States Regular Army, National Guard, National Army, United States Navy, Marine Corps and Naval Reserve, serving in England, Italy, France, Germany and United States.

Of the number originally recruited, it has been found impossible to trace all, but from the records now available, 960 entered the service during the war. Of this number thirty-seven were killed or died of disease and 186 were wounded.

To the members of the Fencibles there were awarded the Distinguished Service Cross, British War Cross, Italian War Cross and Croix de Guerre.

*Summarized from "Spectemur Agendo" by Colonel Thomas S. Lanard.

After the close of the war twenty-eight men remained in the service and were transferred to the regular Army and Navy.

PIONEER INFANTRY REGIMENTS

BY MAJOR LOUIS L. TAFEL

Among the Combatant Troops bearing an important part in the great American drives which helped to end the war were numerous regiments of Pioneer Infantry—a combination of infantry and engineers—among whom were many officers and men from Philadelphia and its vicinity.

Major C. W. Davis, in his "Story of the 1st Pioneer Infantry, U. S. A.," has given the following concise and excellent description of this new branch of the service:

"Pioneer troops, as the term was used in our Army, may be described as regiments trained and equipped as infantry to be used as troops of emergency, either for combat or simple engineering construction. The American General Staff, late in 1917, decided to form a number of infantry regiments to be attached to the headquarters of the Armies and Army Corps then in process of formation, and to call these Corps and Army Troops 'Pioneer Infantry.' Infantry regiments had always been attached to Corps and Army headquarters and, as has been shown, it was a logical step to call them Pioneers. The regiments could be used for such special work as the Army or Corps Commander might direct, trained and armed for construction or combat, and instantly available in any emergency without destroying the tactical solidarity of the divisions." He adds: "The general idea of the European armies was to use as pioneers those troops who would be more skilled in the requirements of simple field construction than infantry and not so technical as the engineers; the heavy losses in purely technical troops having seriously inconvenienced their operations."

On the 11th of January, 1918, under an order of General Guy Carleton, commanding the Provisional Depot for Corps and Army troops, at Spartanburg, S. C., there was organized the 1st Pioneer Infantry from what remained of the old 1st New York, under command of Colonel Jas. S. Boyer. The 2d, 3d, 11th and 5th Pioneer Infantry were formed from National Guard regiments which had been skeletonized in the creation of the new war strength regiments in the various divisions. All these Pioneer regiments were then completed by the transfer of officers and men from the Reserve Corps and National Army, and these regiments were designated as "Corps Troops," to be attached to the several Army Corps. There were organized, in a similar manner, from these former National Guard regiments, other regiments, to be attached to the several Field Armies, called "Army Troops," numbered respectively from 51 to 65. Among the Philadelphians in the 1st Pioneer Infantry were Majors George Blair and Louis L. Tafel; Captain Lelan M. Haller and Lieutenants Charles P. Delp, Thomas A. Logue, William May, James S. Smith, Jr., and Francis J. Harrity. In the other Pioneer regiments, Philadelphia was likewise well represented. Nearly all of these regiments saw service overseas. Later, there were certain other regiments of Pioneers for construction work, bearing numbers over 300, which also rendered good service.

Overseas the Pioneers sometimes operated with the infantry, or as part of the reserve, but usually they worked with the engineers in building and repairing bridges, roads, camouflage screens and trenches, cutting wire entanglements and keeping open the communications over the spongy, shell-torn roads for the troops, artillery, ambulances, ammunition and supplies, often under the fire of artillery, machine guns and airplanes, and bearing their inevitable share of the casualties.

The 1st Pioneer Infantry served with the 1st and 3d Army Corps during the Oise-Aisne, Aisne-Marne and Meuse-Argonne offensives; and during the St. Mihiel and Meuse-Argonne drives, a number of these Pioneer regiments rendered valiant service, advancing with the infantry and later making and maintaining roads and bridges over No Man's Land for the miles and miles of troops, artillery, ambulances, wagons and ammunition trucks pressing to and from the advancing lines. The importance of this work is evidenced by the words of General Drum in his talk on "The Great American Offensive," when he states, in connection with the work near Montfaucon, on September 26, 1918, "Pioneers were collecting stone with their bare hands and throwing it on the road, and every handful of stone they put in was worth a hundred bullets." Working furiously, day and night, with little rest or food, during those first momentous days of that great attack, the Engineers and Pioneers opened and maintained the great Victory Road over No Man's Land, so that our Army could continue its advance, day after day, until the armistice found it well across the Meuse.

It was, therefore, eminently fitting that several regiments of Pioneer Infantry should be chosen as part of that veteran Army of Occupation which made the memorable march to the Rhine and occupied the American sector in Germany, holding the bridgehead at Coblenz. It fell to the lot of the 1st Pioneers to cross the Rhine with the 3d Corps and to be the first American troops to occupy the great German fortress of Ehrenbreitstein, often called "The Gibraltar of the Rhine."

As these Pioneer "Corps and Army Troops" were not an integral or permanent part of any particular division, the record of their achievements has often been overlooked. Nevertheless, no troops had a better record for duty earnestly and bravely performed in the face of hardships and danger than these same sturdy Pioneers, as they manfully struggled, day after day to carry out the part assigned to them in the "Great Adventure," which has added such a glorious chapter to our American history.

54TH PIONEER INFANTRY

BY MAJOR DAVID B. SIMPSON

January 5, 1918, marked the demise of the old 71st Infantry, New York National Guard, and the inception of the 54th Pioneer Infantry to Camp Wadsworth, South Carolina, the 1st Battalion of which was almost exclusively Philadelphian in personnel. The 3d Battalion was commanded by a Philadelphia officer, Major David B. Simpson.

Its Commander, Colonel William G. Bates, a veteran of long service in the Army and National Guard, held fast to his regimental band and the very best of his non-commissioned officer personnel, which gave him a skeletonized regiment around which could be built an exceptionally fine organization.

On January 6, 1918, when it was assigned to Corps and Army troops, majors and captains from National Guard camps all over the country arrived and were assigned. They were followed by a quota of first and second lieutenants from the Reserve Officers' Training Camps and others who had been commissioned from the ranks in the Regular Army.

Until June, the officers and specially selected non-commissioned officers attended engineering schools to fit them for the work they were to do later in a practical way overseas.

In July it received 3,300 selective service men, chiefly from Minnesota and Pennsylvania, and the training immediately began.

The regiment left Camp Wadsworth on August 20th, arriving at Newport News the following day. It embarked for France on the transports *Duca d'Aosta* and the *Caserta*—the troops being commanded by Colonel Bates and Major Simpson, respectively—on August 29th, and arrived at Brest, September 12th, where it remained in the rest camp area until September 17, when it entrained for the Is-sur-Tille area.

After a three-day train ride, further movement was stopped when the regiment arrived at Port d'Atelier, and at this point a shelter tent camp was pitched to await further orders. This happened on September 20th, and the following day "tin hats" and gas masks were issued. This meant no training. On September 22d the regiment, after spending one day in gas-mask drill, again entrained for the front.

September 23d found it at Fleury-sur-Aire, where it detrained at 3 p.m., and immediately took cover in an adjacent woods because the Boche planes were reconnoitering overhead. Spending that night and all of the following day in the same woods, without fires for cooking or any other lights, it finally received orders at 7 p.m. to pack up and move for the advanced zone of operations.

At precisely 9:30 p.m. a march of 15 kilometers began, with the Clermont woods in the Argonne forest as the objective. The "hike" was made in six and a half hours, along with other units in the one general direction in which all traffic was moving.

On September 25th, while bivouacked in the Clermont woods, the regiment not only received its official assignment as 1st Army Troops for engineering work, but also its baptism of fire. Its initial battle orders called for it to follow the 28th Division when it made its "jump off" on the morning of September 26th. Subsequent orders assigned individual companies to special lines of engineering work.

Companies D and M were sent to Aubreyville to assist the 14th and 21st Engineers in the construction of narrow-gauge railways, and push forward as the advance zone moved northward. The rest of the regiment was assigned for duty with the 23d (road) Engineers.

From the opening to the close of the Meuse-Argonne offensive, September 26th to November 11, the regiment remained in the Argonne, constantly subjected to shell fire and nightly air raids. It operated as companies always within range of the Boche artillery, especially in and around Varennes, Apremont, Montblainville, Baulny, Charpentry, Very, Malancourt, Cunel and other strategic points in that sector.

Its designation as Army Troops subjected it to being ordered for road work with most of the divisions in the west sector of the Meuse-Argonne offensive.

It operated with the 28th, 35th, 79th, 77th, 78th, 12d, and 2d and with the 1st Division in its six weeks in the Argonne.

On November 1st, when the big drive was started in the Argonne, the regiment followed up the fast moving infantry, and repaired roads that had been badly damaged by the American "million dollar" barrage which drove the Boche back towards the Rhine and brought about the signing of the armistice on November 11th.

As fast as the infantry moved up, the various companies took stations in Landres-et-St. Georges; Verpel; Champignelles; Immicourt, Buzancy and Beaumont in the western sector, and the 2d Battalion was sent to Vauchreville on the Verdun front. At these points the several units operated until November, 15th when orders were received to concentrate at Dun-sur-Meuse.

ASSIGNED TO ARMY OF OCCUPATION

All through the night of November 15th and the early part of November 16th the various companies began to arrive at Dun-sur-Meuse, and the same day it was assigned to the Army of Occupation. The various divisions of the Army of Occupation were marching towards the Rhine, and the following day the regiment took its position in the column as the last element.

As a part of the column it did not last very long, because orders were received by the Commanding Officer to detach his battalions for various duties while en route, either to do some road work or concentrate and guard war munitions and villages but recently vacated by the Germany Army.

The regiment was first assigned to the 7th Corps, and its several battalion Commanders received orders as follows: 1st Battalion to Virton, Belgium; 2d to Briey; and the 3d to Longwy, and await further orders.

The 1st Battalion concentrated, guarded and took inventory of all German property in its area; the second battalion did likewise, and also guarded the iron mines in its vicinity; the third battalion had the task of the regiment. It entered Longwy and took over from the 11th Infantry, the 1st Engineers and the 13th Machine Gun Battalion all of the work these organizations had been performing, which included the following: Guarding forty miles of railroad; establishing a civilian prison for the French who had been friendly to the Boche during their fifty-two months' stay in Longwy; guarding and taking inventory of the largest German ration dump and warehouse in France; an aviation field with all equipment; a manufacturing plant for gas shells; a mine-throwers' school, and the big "clearing house" for repatriated prisoners of war. These prisoners were mostly Russians, who had been confined in Boche prison camps since 1914, and they had to be bathed, deloused and fed. Every five days a train load of 2,500 was sent with an American Army guard and with American rations to the Allied Commission at Verdun.

Remaining at these three points, until December 16th, the Relief orders called for another regimental concentration at Longwy, when it was relieved by the 34th Infantry at Longwy and 110th Infantry at Briey.

Still under orders from 7th Corps Headquarters, it proceeded to the vicinity of Wittlich, Germany. It arrived at Salmrohr, Germany, on December 22d, where it was billeted in fifteen small villages awaiting instructions. On December 29th, in pursuant to orders by courier, the regiment was detached from the 7th Corps,

and assigned to the 3d Army Headquarters, with instructions to finish the rest of the trip to the Rhine by rail.

It entrained in three sections between 3 p.m. and 9 p.m. December 29th, and arrived at Coblenz on December 30th at 3 p.m., making a fifty-seven mile trip by rail in twenty-four hours.

Arriving at Coblenz the regiment was again shattered. Regimental Headquarters, Supply Company, Medical Detachment and Companies A, B, and C with 1st Battalion Headquarters were stationed at Coblenz-Neundorf. Company D went to Wallersheim, 2d Battalion Headquarters; and Company E to Kesselheim, Company F to St. Sebastian, Company G to Urmitz; Companies H and K to Mulheim; Companies I, L and M and 3d Battalion Headquarters to Rubenach.

Spending all of the winter of 1918-19 in the Rhineland at drill, or furnishing details for the several quartermaster depots, and squads for demolition of hundreds of thousands of German hand grenades, the officers and men of the regiment soon recuperated from the hardships endured in the gruelling days of the Argonne drive, with its long marches, constant subjection to shell fire, bombing and machine gun fire from the air, and soon became a smart, snappy well drilled, equipped and disciplined body of men.

After "Sitting on the World," as the men termed it, for seven months, orders were received to detrain for the LeMans Embarkation Center on May 23, 1919, and the regiment concentrated and entrained at Coblenz-Lutzel on May 24th en route for home.

It arrived at LeMans May 28th, had its Memorial Day exercises at Regimental Headquarters at Avoise on May 30th, and pulled out for St. Nazaire on June 1st. Arriving at St. Nazaire two days later, it partook of all the essential inspections, and worked night and day preparing for its homeward trip. For some reason this movement was delayed until June 16th, when the entire regiment saw the best sight in Europe, *i.e.*: the U. S. S. *Artemis* which was the ship that brought the men home.

The regiment arrived at Camp Stuart, Newport News, Va., on the morning of June 29th, and after another day of inspections and farewells among the officers, who came from forty-two states of the Union and the men who hailed from forty states of this country and eight European countries, it was broken up. Irrespective of previous company designation, it was divided into three groups: the New York men and New Englanders going to Camp Upton, New York; the Pennsylvanians and New Jersey men going to Camp Dix, New Jersey; and all others, including Regimental Headquarters, going to Camp Grant, Illinois, for final muster out.

The Philadelphia contingent, numbering 582 officers and men, were brought to Camp Dix by Major David B. Simpson, of Philadelphia, who commanded the 3d Battalion, but whose command was entirely from Minnesota. The Philadelphians served in the 1st Battalion.

All were demobilized on July 1st, but awaited the last man's discharge so that they could come home in a body. This they did. They were met at Market Street Ferry by the Philadelphia Police Band and escorted to the 1st Regiment Armory, where they were dismissed.

During the service of the regiment it lost many men by death, either killed

or from disease, to say nothing of the men wounded. In the list of Philadelphians killed or died of disease are the following:

- Company B: Corporal James M. Smith, 121 W. Wyoming Avenue.
Private Pasquale Balassone, 2340 Meredith Street.
Private William B. Pfrommer, 1221 S. 57th Street.
Private William J. Perkins, 5219 Knox Street.
- Company C: Corporal Joseph J. Maguire, 1804 E. Adams Street.
Bugler Harry McCain, 1832 E. Wishart Street.
Private John B. Wilkinson, 530 Brinton Street.
- Company D: Private William Buckins, 2528 Martin Street.
Private Harvey Fitzgerald, 5164 Marvin Avenue.
Private Edward I. Garrity, 4039 Lancaster Avenue.
- Company H: Private Lantus Johnson, 1525 McKean Street, died aboard U. S. S. *Caserita*, en route to France.

FIRST TROOP PHILADELPHIA CITY CAVALRY 1917-1919

The First Troop Philadelphia City Cavalry has had a continuous military existence since November 17, 1774, when it was organized in anticipation of the American Revolution, and has taken part as an organization in every war involving the United States in which volunteer troops were employed.

During the Revolution it took part in the battles of Trenton and Princeton and served during the advance to winter quarters at Morristown, N. J., acting



The King of the Belgians with Mayor Smith, escorted by the "City Troop."

as personal escort to General Washington; later it took part in the Battle of Brandywine and rendered many other services during the war. In the War of 1812, the Troop, four days after news of the declaration of war reached Philadelphia, offered its services to the Federal Government and was accepted. Its principal service was in 1811, when it was on duty in the neighborhood of Elkton, Md., and Chesapeake Bay, guarding against the advance of the British troops which at that time held Washington.

In the Civil War, the Troop volunteered on April 15, 1861, and was accepted in May for three months' service, it being the only volunteer cavalry fully equipped with horses and arms ready for immediate service. Upon the completion of this service practically the entire personnel received commissions and served as officers of various ranks. In the Spanish War in 1898 it volunteered and served as a unit throughout the entire war; it took part in the Porto Rican campaign, being attached to General Brooke's column.

Just prior to the declaration of war upon Germany by the United States in 1917, the Troop, under the command of Captain J. Franklin McFadden, its nineteenth Captain, had returned from Camp Stewart, El Paso, Texas, after six months' active service on the Mexican border as a unit of the National Guard of the United States, and was mustered out of Federal service into State service on January 22, 1917. In March, 1917, in anticipation of the war against Germany, practically all the enlisted members of the Troop applied for examination and appointment as reserve officers. When these examinations were suspended shortly after the declaration of war, about half of the Troop had already taken the examinations and had been recommended for commissions. They and those who had not yet been examined attended the First Officers' Training Camp at Fort Niagara, which opened May 15, 1917, first having obtained discharges from the National Guard for that purpose, and at end of the three months' training were commissioned or recommissioned in various branches of the service. A large proportion of these officers were assigned to the 79th Division, and served with it throughout the war, though many served with other organizations. A considerable number of other Troopers served with the 309th Cavalry at Fort Sam Houston, Texas, from the time of its organization, and when it was disbanded were transferred to the 56th and 57th Regiments of Field Artillery.

The Active Roll of the Troop, as it was on the return from the Mexican border, including those who volunteered for border service, supplied ninety-six officers in the service of the United States. Included in this number are two lieutenant colonels, fourteen majors, forty-six captains, twenty-eight first lieutenants, four second lieutenants and two officers in the Navy. In addition, the non-active and honorary membership of the Troop furnished thirty-five officers from the grade of colonel to that of first lieutenant. Three others served as officers in the Navy.

DECORATIONS AND CITATIONS

For gallantry in action and for meritorious service a number of decorations and honors were awarded to members of the Troop. Harry Ingersoll and Effingham B. Morris, Jr., received the Distinguished Service Cross; Harold M. Willcox, the Navy Cross; George McFadden, the Distinguished Service Medal; J. Franklin McFadden, John Houston Merrill, Effingham B. Morris, Jr., and Barclay H. Warburton, the Cross of the Legion of Honor (French); John C. Groome, the Order

of the Bath (British), the Distinguished Order of St. Michael and St. George (British), the Order of St. Vladimir (Russian), the Order of the Black Star (French), the Croix de la Liberté (Esthonian); Robert Glendinning, the Order of the Crown of Italy; Schofield Andrews and Effingham B. Morris, Jr., the Croix de Guerre (French); and Norton Downs, Jr., the Italian War Cross of Merit. For faithful performance of duty, Schofield Andrews was cited in General Orders by the Commander-in-Chief, American Expeditionary Forces; for especially meritorious and conspicuous service, John Houston Merrill was awarded a certificate by the Commander-in-Chief. William W. Bodine, Joseph N. DuBarry, Edward Law and Edward W. Madeira were mentioned in orders by their Division Commanders.

Seventy-nine members of the Troop served overseas and fifty took part in engagements. Three Troopers fell in action and three others died in active service; seven were wounded. Those who lost their lives in the war were:

Phineas P. Chrystie, Captain, 312th Field Artillery
Norton Downs, Jr., First Lieutenant, Air Service
Thomas Graham Hirst, First Lieutenant, 151st Field Artillery
Edward Ingersoll, Captain, Air Service
Harry Ingersoll, Captain, 313th Infantry
Frank F. Battles, Captain, 311th Infantry

THE VOLUNTEER NATIONAL GUARD TROOP

In order to replace in the National Guard Troop, the members of the Old Troop who had been discharged to accept commissions, the Troop Officers, in April, May and June, 1917, enlisted 102 volunteers. This Volunteer Troop, under the name of "First Troop Philadelphia City Cavalry" commanded by Captain George C. Thayer, the twentieth Captain of the Old Troop, was drafted into Federal service in August of 1917, as one of the component units of the First Regiment of Cavalry of the Pennsylvania National Guard Division, with which it went to Camp Hancock, Georgia, where the Division was reorganized as the 23th Division. In November, 1917, the cavalry regiment was disbanded and the Troop assigned as Headquarters Troop, 28th Division. It served in this capacity for only a few weeks before it was replaced, and the personnel of the Troop transferred to the 103d Engineers. Shortly afterwards the former officers and men of the Troop, with additional personnel from other troops of the former cavalry regiment, were assigned to the 103d Trench Mortar Battery of the 53d Field Artillery Brigade (28th Division). In the course of the winter all of the Troop Officers were transferred to other organizations, and a considerable number of the men attended officers' training schools and received commissions. Practically all those who were commissioned were assigned to the 28th Division, which rendered gallant service in France.

The Battery, after a long period of training went to France with the 28th Division in May, 1918, and served in the line near Fismes on the Vesle in August; and in the Meuse-Argonne offensive, just east of the Argonne Forest, from September 26th to October 9th. It was then sent to Belgium and served there, until the armistice, with the 53d Field Artillery Brigade, which supported the 91st Division in the Ypres-Lys offensive.

Of those who volunteered in 1917, forty-nine in the course of war were commissioned officers. Six fell in action; three others died in service.

Those who lost their lives were:

James A. Bonsack, Second Lieutenant, 109th Infantry
William S. Bonsal, First Lieutenant, 110th Infantry
Richard Stockton Rollin, Second Lieutenant, 110th Infantry
Orville S. Kidwell, Sergeant First Class, Quartermaster Corps
Dallas W. Koons, Private, Company A, 302d Tank Battalion
Nelson W. Perine, Second Lieutenant, 110th Infantry
Frederic B. Prichett, Second Lieutenant, 109th Field Artillery
Carl Daniel Schmolze, Bugler, 103d Trench Mortar Battery
Taylor Everly Walthour, Corporal, 103d Trench Mortar Battery

The total contribution of First Troop Philadelphia City Cavalry to the military and naval service of the United States in the World War was 212 men, of whom 183 were commissioned officers.

The present officers of the Troop (1921) are: Captain, Clement B. Wood (the twenty-second Captain); First Lieutenant, W. West Frazier, 3d; Second Lieutenant, Effingham B. Morris, Jr., and Cornet, John B. Thayer.

THE UNITED STATES ARMY AMBULANCE SERVICE

By FRANCIS F. BODINE

In the summer of 1918, during the height of America's activities in the World War, an officer on the General Staff at Chaumont was heard to query, "What in the devil is the United States Army Ambulance Service?" The annals of the part played by America in the World War would tend to show that this ignorance of the identity of this organization prevailed in many quarters, notwithstanding the fact that the United States Army Ambulance Service was not the least in importance of the various units of the A. E. F.

The United States Army Ambulance Service was an organization formed originally for the purpose of supplying ambulance units to the French Army. After the sailing of the third overseas contingent for France, it was decided to send a contingent of thirty ambulance sections to Italy. The French branch numbered about eighty-one sections; the Italian branch thirty sections; and each maintained its own headquarters under the command of a chief of service with the rank of colonel.

When the first French High Commission arrived in Washington in May, 1917, General Joffre was asked by the then Surgeon General what the United States Army Medical Department could do for France; his reply was a request that the United States should undertake the responsibility of handling the wounded of the French armies at the front. As a result of this request, the organization of the United States Army Ambulance Corps (later known as service instead of corps) was effected.

During May, 1917, a recruiting headquarters for the Ambulance Corps was opened in Cooper Battalion Hall, Philadelphia, under the command of Lieutenant Colonel E. E. Persons, who chose for his Aides Dr. Clarence P. Franklin and Dr. Arthur W. Yale. Philadelphia was for a time the center of the recruiting for the Corps; but appeals were sent out to men of the universities and colleges all over the country, who responded in large numbers, in many instances forming entire units.

The site chosen for the training camp of the Ambulance Corps was the Fair Grounds at Allentown, Pa., which were situated on the edge of that city and made an ideal place for a camp. The large exhibition buildings, stables, etc., were easily transformed into excellent barracks; the large brick grandstand had a great area beneath the seats which was utilized as a mess hall; while the race track proved a natural drill grounds.

It would be difficult at this time to give separately the part played by individual Philadelphians and Philadelphia units in the Ambulance Corps. Suffice to state that there were a number of entire units from Philadelphia. At the opening of the camp in June, 1917, Philadelphia units were the first to go into training.

Upon the removal of Colonel Persons' headquarters from Philadelphia to Allentown, the Corps was organized on the basis of sections of thirty-six men each commanded by a first lieutenant. Several sections formed a battalion, commanded by a captain, one of which was commanded by Captain Ward Brinton of Philadelphia. Later these sections were increased from thirty-six to forty-five men. In France, the strength of each section was reduced to thirty-seven men. Twenty Ford ambulances comprised an ambulance train. (In France, these sections went under the French designation of S. S. U.)

Shortly after the organization of the Corps, a personnel was sent to France to establish a headquarters for the Corps there. Brigadier General Kean, who was later succeeded by Lieutenant Colonel Percy L. Jones, was assigned as Chief of Service. An early task confronting him after his arrival there was the absorption of the American Field Service by the Ambulance Corps. In the assimilation of the American Field Service the Ambulance Corps had now within itself several ambulance sections comprised of volunteers who, serving without pay, had carried more than 500,000 French wounded between the years 1914 and 1917; men whose unselfish devotion to a then foreign cause, and whose valor and heroism had won citations from the French Government for their units more than fifty times; and upon more than 250 of the drivers was conferred the Croix de Guerre, while five others received the Medaille Militaire, the highest honor for military valor given in France.

In the meanwhile at Allentown the Corps was thoroughly organized on a firm military basis, equipped, and uniformed. The time was given to foot, stretcher, and ambulance drills, sanitary lectures, and hikes. A military band was formed under the supervision of Lieutenant W. E. Raken, a Philadelphian, to instill in the breasts of the rank and file that proper military enthusiasm which martial music never fails to inspire.

The first contingent of ambulance sections sailed for France in August, 1917. The second was scheduled to leave a short time later; but after preparations were complete the sailing orders were canceled, the second contingent broken up, a portion of which sailed in October, while the remainder, with other sections, formed a third contingent, which sailed in January, 1918, from New York on the *Carmania*, reaching France by way of England.

Of the activities of the French and Italian branches of the Corps (now called Service), lack of space prevents more than a cursory touch being given. The French branch first maintained a base camp near Paris, but in February, 1918, the base camp was changed to a famous old monastery in the village of Ferreriers, sixty kilometers from Paris. Headquarters was maintained in Paris, as was also the garage.

With the signing of the armistice on November 11, 1918, the Ambulance Service in France had established an enviable record for service on the front. Ambulance sections had served in practically every important engagement, and on every portion of the battle front from the Dutch border to the southern end of the line. For the most part, these sections served with French divisions, but at times several operated with American divisions. In an attack ambulance drivers would be on the road day and night incessantly, operating from a point well up at the front to a base hospital distant from the lines anywhere from twelve to fifty miles. The roads these ambulances traveled over were usually rough, broken, muddy affairs (in Flanders, in the vicinity of Ypres, the ambulances invariably wallowed through seas of mud).

The French branch of the Service paid a heavy toll in dead and wounded. The casualty list was a long one; many sections, too, suffered heavy losses in ambulances destroyed by shell fire. The record for gallantry in action was also a long one. Many citations were made for entire sections, while 80 per cent of the personnel of the entire Service were cited in the orders of the French Government; in a number of instances awards of the Distinguished Service Cross by the American Government were received. The first of any American unit abroad to receive the famous French fourragère was an ambulance section, S. S. U. 616, which won that decoration for work in the attack at the Chemin des Dames in October, 1917. Sections 501, 502, 503, and 504, all Philadelphia sections, received sectional, and many individuals, citations for the Croix de Guerre.

A very conspicuous part was performed, during the height of activities, by a Philadelphia section, S. S. U. 502. Under the command of Lieutenant D. L. Hathway, this section was working with an American division in the vicinity of Chateau-Thierry. During an attack, Lieutenant Hathway and fifteen men were overcome by mustard gas, and Private Arthur L. Cannon was killed; but the remnant of the section "carried on" to such a degree that the Division Surgeon wrote a letter to the Commanding Officer of the Division calling attention to "the superb work of Lieutenant Hathway and S. S. U. 502 during the battle of July 18-23," going on to state that "these ambulances have been veritable mechanical litter-bearers, traversing zones hitherto considered passable only by litter-bearers on foot."

It is regrettable that lack of time prevents the historian from securing more information concerning the activities of other Philadelphia sections, and the conspicuous action of Philadelphians, on the French front. Names of Philadelphian ambulance drivers appear on the list of those cited for valor; many, too, appear on the list of those whose names are set apart in immortal distinction—the wounded and the dead.

Under date of June 29, 1918, the newspapers of the United States carried a Washington dispatch to the effect that "an American Expeditionary Force has arrived in Italy." This body of troops referred to was the Italian branch of the United States Army Ambulance Service, consisting of thirty ambulance sections under the command of Colonel Persons, who had organized the Service in Allentown.

Upon the debarkation of the Ambulance Service in Genoa, Italy, a headquarters was established in one of the most famous old palaces of Italy—the ducal palace of the Gonzagas in the city of Mantua. In Genoa, ambulances were assembled by the Mechanics Detachment with remarkable celerity and assigned to

sections who, within a short space of time, were reporting to Italian divisions on the different portions of the Italian battle-fronts.

There were no distinct Philadelphia units in the Italian branch of the Service, but there were many Philadelphians in the various units. Lieutenant Colonel Franklin was second in command to Colonel Persons, while Captain (later Major) W. E. Raken, also from Philadelphia, was in command of the Hospital Detachment which was established in the Villa Raggio in Cornigliano.

Like the Ambulance Service in France, the Italian branch soon established a wonderful reputation for itself. Owing to the nature of the country in which the fighting was carried on, it is not improbable that the sections in Italy had more difficulty in performing the evacuations of the wounded than the sections in France, for the latter had, in most instances, smooth or rolling country; in Italy there were the steep slopes of mountains to work on. But in spite of this natural handicap, the sections worked steadily and faithfully in the various campaigns on the Italian fronts. Entire sections were not only commended repeatedly by the Italian division, corps, and army commanders, but received numerous awards of the Italian War Cross.

Perhaps the best impression of the work performed by the Service in Italy can be given by a brief account of the records of a few of the sections. On Mount Grappa, sometimes styled the "Gibraltar of the front," one ambulance section worked for days and nights without pausing an instant, evacuating the wounded over roads always under shell fire and quite often lined for long stretches with mutilated bodies of mules and soldiers. The record established by one ambulance section was 17,488 patients carried, and 54,355 miles traveled in four months. The record of another was 10,338 patients; a third, 33,031 patients with 156,128 kilometers covered, 101,032 kilometers of which were traveled at night time. Still another record was 33,377 patients and a total mileage covered of 122,235 between August, 1918, and January, 1919.

The emblem of the Italian branch of the Ambulance Service was the Lion of St. Mark; that of the French branch, the famous Cock of Verdun. With the signing of the armistice, sections of both branches continued to do evacuation work with their respective combat units until recalled to the base to prepare for the return to the States. This was effected in the late spring of 1919, and on reaching the States the men, irrespective of units, were sent to the nearest demobilization camp and from thence to their homes.

The Allentown camp, known as Camp Crane in 1918, was under the command of Major (later Lieutenant Colonel) Richard Slee, after the departure of the Italian contingent for Italy. The camp was turned into a strictly medical camp, and men were in training for all branches of the service. These men were taken principally from the medical camps at Fort Oglethorpe, Georgia, and Fort Riley, Kansas. Most of them were draft troops, although considerable numbers were still enlisting for this work. They were trained for laboratory units, field hospital units, evacuation hospital units, and organizations to conduct base hospitals far behind the lines.

When the members of the French and Italian branches of the Ambulance Service were looking forward to the return to America, it was the cherished hope of all that they would be sent back to Camp Crane for demobilization; but their hopes were not realized, as the War Department at Washington decided to

close the camp, which was done by Colonel Richard Slee on April 10, 1919, at 12 o'clock noon.

PHILADELPHIA BRANCH, MILITARY INTELLIGENCE DIVISION, GENERAL STAFF

In August, 1917, John W. Geary was appointed an Agent of the Military Intelligence Service for Philadelphia. In December of the same year, Colonel R. H. Van Deman, Chief of the Military Intelligence Service, decided it would be advantageous to open an office in Philadelphia.

Mr. Geary was commissioned a Captain, U. S. R., and was instructed to organize and take care of the Philadelphia branch office. On December 20th George W. Elkins, Jr., joined Captain Geary, and headquarters were established in Room 2032, Commercial Trust Building, on January 1, 1918. The Staff on that date consisted of Captain Geary and Mr. Elkins, a telephone operator and a stenographer. The work increased with such rapidity that the force and office space had to be continually increased until, at the time of the signing of the armistice, the force numbered approximately one hundred and the entire twentieth floor of the Commercial Trust Building was required for office space.

During the month of January, George L. Harrison, Jr., Edgar W. Baird, Dr. Charles D. Hart, Morton H. Fetterolf and Joseph Haines, Jr., offered their services, and were accepted, as volunteers in the Philadelphia branch of the Military Intelligence Service.



Officers of Philadelphia Branch, Military Intelligence.

The Philadelphia office, at its inception, had under its jurisdiction the territory as far west as Pittsburgh in the State of Pennsylvania, all of the State of Delaware and all of the State of New Jersey. Later, the northern part of New Jersey was taken over by the Military Intelligence Office in Hoboken, where the closer proximity enabled the handling of work with greater dispatch. The work of the outlying districts was handled by volunteer agents, cooperating with the Pennsylvania State Constabulary under Supt. George B. Lumb. Satisfactory cooperation was also established with the branches of Naval Intelligence, Aide for Information, Department of Justice, all local Federal offices and organizations engaged in war work.

Acting under advices from the Director of Military Intelligence in Washington, upon information obtained locally or from other parts of the country, the work of this office was varied and manifold. It embraced cases of those under suspicion of being German or enemy agents, violators of the "Trading with the Enemy Act," revolutionary propaganda, radical labor cases, conscientious objectors and pacifists, tampering with soldiers, draft evasions and deserters, the impersonation of officers, both American and foreign, questions of graft and fraud in the Army, and many others. In addition to these functions, a Counter Espionage Organization was developed in the various military units in Philadelphia—this territory being, probably, the greatest industrial center in the country and filled with manufacturing plants doing Government work for all departments of the Army, particularly, the Ordnance Department and the Quartermasters' Depot. The employes in these plants represented all the elements of the foreign races, including large numbers of Germans, Austrians and Russians, also representatives of all the Latin and Slavic peoples. Consequently, during the war the field for sabotage, propaganda and enemy activity was a dangerous and an important one. This work, combined with the different service of the Plant Protection Division, under Wm. J. McCarron, agent in charge, proved most advantageous, and it can be stated that no serious damage or sabotage was committed within the limits of the jurisdiction of the Philadelphia office.

A rigid port control was established September 15, 1918, and it was the function of the Military Intelligence to act as advisory to the Port Control officers, who were the Collector of Customs for outgoing traffic and the Commissioner of Immigration for incoming traffic. It was hoped thus to prevent the entry and departure of persons disclosed in the files and investigations of the Intelligence as "undesirable" travelers.

The foregoing and many other matters were handled by the Military Intelligence, though many of its activities did not strictly come under its jurisdiction; but as there was no other Government office equipped to handle such cases, they were willingly taken on, greatly to the advantage of the local community and country at large.

The work was largely of a confidential and secret nature, and even today it is not possible to give to the public the details with their incidents of humor and pathos.

The usefulness of the organization waned after the signing of the armistice, and the office of the Military Intelligence in Philadelphia, on its war basis, was ended on February 28, 1919.

Its work had been well done, as the following extract from a personal letter

written by Brigadier General Marlborough Churchill, Director of Military Intelligence, to Major Geary, dated May 11, 1919, will show:

"Only those of us who have been on the 'inside' of the Intelligence work can have any idea of the magnitude and importance of the Intelligence offices in our larger cities, and for this reason it is all the more fitting that I should gladly go on record as stating that you and your associates rendered the country and the Army distinguished service in a post of great responsibility and successfully contributed to the war we waged on the 'Hum at Home'."

"If the whole story of the war could ever be written, the country would know something of which you and your officers, non-commissioned officers, clerks and agents accomplished. Such a story is impossible, and this letter seems a poor substitute for the reward to which you all are entitled."

OFFICE FORCE, NOVEMBER 11, 1918.

Major John W. Geary, U. S. A.,
Commanding Officer.

Captain Geo. W. Elkins, Jr., U. S. A.	First Lieutenant Joseph Haines, Jr., U. S. A.
Captain Edgar W. Baird, U. S. A.	Second Lieutenant W. S. Stokes, U. S. A.
Captain Ralph Dudley, U. S. A.	Second Lieutenant W. T. Tiers, U. S. A.
First Lieutenant E. Marshall Scull, U. S. A.	Second Lieutenant J. Morgan Lister, U. S. A.
First Lieutenant M. H. Fetterolf, U. S. A.	

Volunteer Aides (Full Time, \$1.00 a Year): Geo. L. Harrison, Jr., M. B. Burton, W. R. Landis, J. L. Langsdorf, M. A. Apple, C. M. Ruinsford, E. B. Colket, J. S. Lovering, C. P. B. Jeffreys, M. A. Schoettle.

Out of Town Agents: Grant Weidman, B. Dawson Coleman, Lebanon, Pa.; Bruce Bedford, N. Petty, S. Dickinson, Trenton, N. J.; J. S. Parsons, H. H. Gilkyson, Jr., J. B. Emack, Phoenixville, Pa.; Stanley Bright, G. Howard Bright, Reading, Pa.; Louis C. Madeira, 3d, Wilkes-Barre, Pa.; T. I. Snyder, Reading, Pa.; Cornelius Mundy, W. G. Jones, Jr., Wilmington, Del.; W. S. Emley, Atlantic City, N. J.; W. A. Barnes, York, Pa.; Parke Davis, Easton, Pa.; Albert G. Rau, Bethlehem, Pa.; H. B. Gummey, Jr., Downingtown, Pa.; George Bright, Pottsville, Pa.; W. P. Fisher, Hamburg, Pa.

Volunteer Aides (Special Service): Dr. C. D. Hart, H. A. Lewis, C. J. Schmidt, John C. White, J. M. Reynolds, Martin Bergen, Everett Brown, Dr. Eric Bernhard.

Investigators: J. H. Sparks, W. G. Petry, J. Laskey, Thomas A. Grady, Robert A. Fleming.

Clerical Force: The Misses D. Bigg, E. Moore, A. Ryan, M. Davidson, L. Neice, P. Shaffer, A. Kennedy, Mrs. A. M. Ely, Private Mohr.

Sergeants Intelligence Police: Sergeants Gillespie, Hill, Hughes, C. Davis, McLaughlin, Wills, Burnside, Booth, Warren, Adler, Allen, Polk, Salvatori, Haines, Matthews, MacBain, D. Davis, Downey, Unfreed.

THE COLORED MEN OF PHILADELPHIA ANSWER THE CALL*

The colored men of this city were found in many branches of the service and won for themselves high commendation.

The 92d and 93d Divisions were composed of colored men. The 93d Division was originally made up of colored National Guardsmen and the 92d Division of National Army men.

368TH INFANTRY.

The 368th Infantry was a unit in the 92d Division and in it were many colored men from Philadelphia.

*Summarized by the Secretary of the Philadelphia War History Committee from data supplied by Dr. De Haven Hinkson, Captain, M. B. C. (inactive) and Lieutenant Egbert T. Scott, M. C.

This regiment was organized and trained at Camp Meade, Maryland, its first complement being furnished by the first draft. After general routine infantry training, the regiment left Hoboken, N. J., on June 18, 1918, on the *George Washington*, and arrived at Brest on June 27, 1918. It remained at Camp Pontanazen until July 1, 1918, and moved to its training area with Regimental Headquarters at Chatillon-sur-Saône and Divisional Headquarters at Bourbonne-les-Bains (Haute Marne).

On July 21, 1918, Colonel W. P. Jackson, then Regimental Commander, was promoted to Brigadier General and assigned to the 74th Brigade, of the 37th Division, being succeeded by Colonel Fred R. Brown on August 20, 1918.

On August 12, 1918, the regiment moved with the entire division to the St. Die sector in the Vosges Mountains. On August 24, 1918, a portion of the regiment took up its first position in the lines near Docelles (Vosges), and on September 4, 1918, the first two German prisoners were captured by the regiment.

On September 20, 1918, the entire Division left the St. Die sector for the Argonne. They were relieved by the 81st Division. On September 26, 1918, the Argonne Drive began with the 92d Division in reserve. The 368th Infantry was ordered into line and began its work by capturing eight prisoners.

On October 4, 1918, the regiment moved back from the line and started for the Marbache sector just south of Metz. At that time this was a defensive sector, and offensive operations as planned were halted by the signing of the armistice.

The regiment was among the first to enter Metz after the armistice, much to the admiration of the citizens, many of whom had never seen men of dusky hue. Some actually thought that the color was due to paint placed on the skin, and there were instances where the curiosity was so great that attempts were made by the people of the city to rub the supposed coloring from the faces of these colored Americans.

In December, 1918, the regiment started back to Brest, but, owing to the congestion it was sent to the Department of Mayenne, arriving there about Christmas Day. About the middle of January, 1919, the men were sent to LeMans for delousing and then started for the port of embarkation. After about ten days at Camp Pontanazen, Brest, the regiment sailed on February 5, 1919. Upon its return to the United States, it was sent to Camp Meade and there demobilized.

Although additional citations have been made since disbanding, nine Distinguished Service Crosses and one Croix de Guerre are known to have been received by members of the regiment. The regiment itself received the following citation from General Burand (French) for the capture of Binarville (in the Argonne):

"The prize of the honor of the capture of Binarville rightly goes to the 368th Infantry, U. S. A."

813TH PIONEER INFANTRY

The 813th Pioneer Infantry had many Philadelphia colored men of the second Draft. The regiment had but little over a month's training at Camp Sherman, when it was ordered to France. It left for Camp Mills on September 8, 1918. On September 14th, it proceeded to Hoboken and embarked on the transports *Pocahontas*, *Finland* and *Martha Washington*. These ships sailed on the following

day, with four other ships in their convoy. Arriving at Brest, France, on September 28, 1918, they remained at Camp Pontanazen for six days, and then went by rail to the training area assigned to them in the vicinity of Braux.

On October 25, 1918, they proceeded to the St. Mihiel sector and helped with road construction, often under fire. After the armistice the regiment went up near Metz to fill in shell holes and to salvage equipment, etc. On February 28, 1919, it was sent to the Argonne to help clear up the battleground and rebury many of the men whose bodies had been hurriedly interred at the time of their death. In May, 1919, it was transferred to Belleau Woods for the same purpose. Here were met women workers for the Y. M. C. A. This was a happy meeting, for the men had not seen women of their own race since leaving the United States.

On June 26, 1919, they started by rail for the port of embarkation at Brest and on July 2, 1919, part of the regiment left on the transport *Freedom*, arriving at Newport News, Va., where the regiment was disbanded.

325TH FIELD SIGNAL BATTALION

This Unit of the 92d Division had in it a number of Philadelphia colored men. Its work was largely of a technical nature, and was so well performed as to win the commendation of superior officers.

OFFICERS' TRAINING CAMPS

Of the 639 colored officers who were commissioned at the Officers' Training Camp at Des Moines, Iowa, Philadelphia had a good representation. Later, training camps afforded an opportunity to a number of other Philadelphians to win commissions.

It is interesting to note that about twelve colored Philadelphians still hold commissions in the Officers' Reserve Corps.

350TH FIELD ARTILLERY

The Philadelphia colored troops who served in the 350th (Light) Field Artillery, were commanded by Colonel Walter Prosser. The men were mobilized at Camp Dix and were sent to France with very little preliminary training in America. However, as soon as they landed on French soil they began intensive training.

The first guns received were the French 75's and a few heavy howitzers, and by August 10, 1918, when the brigade left for the target range, the men had made substantial progress. Headquarters had set October 1st as the date when the brigade was to be called upon for active service; but on September 20th it was ready, and four days later demonstrated its ability by firing a rolling barrage, a defensive barrage at night, and by other ways.

Nevertheless, a serious problem confronted these troops—there were no means of transportation, either horses or motors. The brigade needed twenty-four tractors, of which at that time there were but fifty in France. By strenuous efforts the required number was secured. Only thirty-six of the 200 necessary trucks and 231 of the necessary 2,300 horses were available.

Under such conditions, two of the regiments of light artillery were sent to a reserve billeting area of the 2d Army near Toul, about fifteen miles from the front. They were promptly ordered to move elsewhere to make room for other troops.

Therefore, they rejoined the 92d Division, borrowed additional trucks and moved up to the front.

Frequently it was impossible to get the guns in position by means of motors and many of them were placed by hand, often after the men had hauled them over miles of soft slippery ground.

The 92d Division at this time was holding a sector of about 9½ miles wide, on the east bank of the Moselle. It had been supported by the French Artillery and by an American Artillery Brigade. These were withdrawn and replaced on October 20th by the 167th Brigade. Up to this time the sector had been known as a quiet one, into which not more than 500 shells a day were thrown and from which about the same number of shells were sent.

With the arrival of the colored troops, conditions changed. On November 1st all the guns were properly placed and from 2,000 to 3,000 shells were fired daily.

In order to deceive the enemy as to the number and place of guns, each battery was divided into silent and active platoons, the latter of which did all the firing and was constantly changing its location.

Enemy raids soon began and the artillery had its first real opportunity to send over a curtain of fire for protection.

On November 5th some of the Infantry of the Division made a raid in force. The notice of this attack was so short that it was necessary to move a regiment and a half of the Light Artillery and a half a regiment of Heavy Artillery into new positions, from which a rolling barrage was sent over by map calculations, a feat which called for the highest ability in the use of artillery.

On November 8th, although the German Envoys were within the American lines, arranging for the terms of the armistice, plans were made for a general offensive, which was made at dawn on the 10th.

After a heavy preparatory fire, the Infantry of the Division advanced the American front lines three kilometers and captured Frehaut and Vouyrette Woods, strongly fortified positions, which had resisted two previous attacks by other divisions.

On November 11th an attack on the heights, which were the main defense of Metz on the south, was about to be started when hostilities ceased.

Speaking of the 167th Field Artillery Brigade, Brigadier General John H. Sherburne, who commanded it, said: "The brigade never failed to do creditably any task it was called upon to do, and many appreciative and flattering things were said about it by the military authorities who observed its work. Perhaps the best testimony is the fact that when the intelligence officer of the German Division opposite came into our lines at the close of hostilities, he refused to believe that the artillery supporting the colored infantry was not French Artillery.

"But perhaps beyond and above the performance of the merely technical duties was the splendid morale of the brigade. The courage of the men under fire was without criticism. In many instances, gun crews and telephone line men showed a notable courage and determination under fire. At all times and under all conditions, the men showed a fine cheerfulness and willingness. Their conduct was almost flawless, and they left each billet with the good will and affection of the French civilians."

349TH LIGHT FIELD ARTILLERY

Philadelphians in this regiment were trained at Camp Dix and were commanded by Colonel O'Neil.

351ST HEAVY FIELD ARTILLERY

The men in this regiment were trained at Camp Meade and commanded by Colonel Carpenter.

THE BALDWIN LOCOMOTIVE WORKS' CONTINGENT TO SIBERIA

That Philadelphians served in practically every United States military and naval unit, at home or abroad, is common knowledge. However, it may not be known that at the time when the first divisions of American troops were sailing eastward, and before the great convoys were rushing men and supplies to the eastern front, a picked group of technically trained Philadelphians was proceeding westward for service in Siberia.

The Baldwin Locomotive Works Contingent of the Russian Railway Service Corps, a branch of the United States Engineer Corps, comprised of seventy-five mechanical and constructing engineers, all skilled in their respective work and carefully selected from The Baldwin Locomotive Works, was formed October 17, 1917, and each man commissioned an officer in the Engineer Corps, United States Army, November 1, 1917, commissions ranking from second lieutenant to lieutenant colonel.

This contingent was to supervise the re-erection of locomotives and to assist in any manner possible to relieve the chaotic conditions in Siberia, and was formed on the recommendation of Samuel M. Vauclain, Chairman of the Committee of National Defense, now President of The Baldwin Locomotive Works, and S. M. Felton, Director General of Military Railroads.

This force left Philadelphia, Pa., November 9, 1917, accompanied by thirty-three Russian interpreters, arrived in San Francisco, Cal., November 14, 1917, and was joined at that point by a contingent of 215 officers, railway experts from various railroads in the United States, commanded by Colonel G. M. Emerson, General Manager, Great Northern Railway. The unit sailed from San Francisco, Cal., November 19, 1917, on the United States Army transport *Thomas*, destination Vladivostok, Siberia, stopping at Honolulu, T. H., November 26, 1917, leaving November 30, 1917, and taking a direct route to Vladivostok, via Pacific Ocean, Tsugami Straits, Japan Sea and Bay of Peter the Great, arriving December 11, 1917. The American Consul, with several Russian officials, came aboard and advised that the Bolshevik party was in complete control of that city and conditions were critical, as there was constant danger of serious outbreaks. Vladivostok at this time was in a very congested condition; freight, such as locomotives, machinery, tractors, munitions and equipment, wire, etc., was piled in the town and on the hillsides.

The Bolshevik controlled the railroads; and being very unfavorable to any attempt to enter Siberia, it was decided to proceed to some port in Japan to acquire additional supplies and await developments. Leaving Vladivostok, December 17, 1917, the contingent arrived at Nagasaki, Japan, December 19, 1917.



The Baldwin Contingent.

As time progressed, conditions in Siberia remained unchanged, and instructions were received to quarter in Japan until further orders and to allow the transport to return to the United States. The Baldwin contingent was quartered in Obama, Japan, thirty-five miles from Nagasaki, until April 15, 1918, when arrangements were made to return to the United States, as it was unlikely that they could fulfill their mission for several years, owing to the disastrous conditions existing in Siberia. During the stay in Japan, the commanding officers of the Baldwin contingent proceeded to Harbin, Manchuria, to go over the Siberian situation with Colonel Emerson and John Stevens, of the Railroad Commission, but were unable to make any arrangements for the contingent to commence their duties.

The Baldwin contingent sailed from Nagasaki, Japan, April 16, 1918, stopping at Yokohama and Honolulu, arriving at San Francisco, Cal., May 6, 1918, and Philadelphia, Pa., May 10, 1918. Some members of this contingent were transferred to various branches of the Army and the naval gun batteries, others were held in reserve.

The following men of The Baldwin Locomotive Works were commissioned:

Lieutenant Colonels: F. Jaspersen, Chas. W. Werst.

Majors: B. F. Paist, J. A. Trainor.

Captains: J. C. Brooke, J. A. Clarke, B. Douglas, W. C. Kipe, Wm. L. Lloyd, W. Byrd Page, J. D. Rogers, R. Sommerville, G. A. Supplee, M. F. Welsh.

First Lieutenants: W. L. Fagan, C. Grow, J. W. Hutchinson, P. T. Jones, A. W. Machunas, G. Pfeuger, G. F. Prendergast, A. Russell, H. B. Snyder.

Second Lieutenants: J. Ashenfelder, F. Atlee, F. Bailiff, J. A. Barrett, I. J. Brown, R.

Butler, H. Carter, C. Chapman, Raymond Colesworthy, W. H. Cox, C. Cronse, H. Crouse, D. Dougherty, Geo. J. Dougherty, G. Eberhardt, G. L. Eby, H. Funk, R. Gray, F. Haney, G. Haney, W. W. Harrison, Richard James, Robert James, Robert Johnson, A. W. Kelly, Earl McComsey, F. McGeehan, L. T. Martin, A. B. Mahan, R. Patton, E. J. Powers, J. Purcell, H. L. Raffleto, B. D. Reese, L. A. Rehfuss, W. C. Rehfuss, M. Replogle, P. B. Shelmerdine, W. Shrack, E. Scheetz, W. A. Snyder, J. W. Stapleton, R. Stoyer, J. F. Stowe, E. J. Tierney, H. Veitz, Albert Wagner, E. B. Wagner, E. A. Welsh, R. P. Winn, Walter Wilson, J. A. Youngblood.

In October, 1918, Samuel M. Vauclain was commissioned by Secretary of War Baker to organize a contingent to be commissioned into service in the Ordnance Department, United States Army, to build and place into service 1500 30-ton MARK VIII armored tanks. This contingent was organized and the following men of The Baldwin Locomotive Works were commissioned:

Lieutenant Colonel C. H. Crawford
Lieutenant Colonel Chas. W. Werst
Major John L. Tate
First Lieutenant John V. Applin

Mr. Vauclain, then Chairman of the Federal Board of Industries, commanded this contingent, and it was his desire to command as a civilian, although a commission had been offered him by President Wilson.

The contingent was to be composed of several thousand workmen and to be located at Chateauroux, France. All preliminary work was completed, but further work was discontinued on account of the armistice.

PHILADELPHIA HOSPITAL UNITS



OUR important Base Hospitals were organized in Philadelphia, the personnel of which was exclusively or in large measure drawn from the Pennsylvania Hospital, the University of Pennsylvania Hospital, the Episcopal Hospital and Jefferson Hospital. A Naval Base Hospital, No. 5, was organized at the Methodist Hospital, and Hospital Unit A, formed at the Presbyterian Hospital, was the first of its type in the Medical Corps of the Army.

BASE HOSPITAL No. 10, U. S. A.

BY E. M. JEFFERYS, CHAPLAIN

The inception of Base Hospital No. 10 was in 1916, and was largely the result of the practical patriotism of the Pennsylvania Hospital of Philadelphia, the Pennsylvania Committee for National Preparedness, and of Dr. Richard H. Harte, the Unit's Director. The Pennsylvania Hospital supplied a large proportion of the original personnel. The Committee for National Preparedness



Courtesy of Frank W. Buhler, Stanley Co. of America.

Col. Richard H. Harte and Col. Matthew A. Delaney.

largely furnished the matériel. Dr. Harte was the foreseeing leader and organizer. Early in May, 1917, Major Matthew A. Delaney, of the Regular Army, was placed in command. Miss Margaret A. Dunlop was appointed Chief Nurse. Some of the most distinguished members of the medical profession in Philadelphia were commissioned, and assigned to duty with this hospital unit. Dr. Jefferys, the rector of St. Peter's Church, Philadelphia, was appointed its Chaplain by the President on May 3d. A few days, therefore, after war was declared Base Hospital No. 10 was ready to move at a moment's notice.

On Wednesday, May 16th, orders were received for the Unit to leave Philadelphia on the 18th. This day of departure proved to be bright and clear. The Unit left Philadelphia from the West Philadelphia station of the Pennsylvania Railroad at 10 A.M. Many friends were there to see the first organization from Philadelphia leave for the front. There were no stragglers, every officer, every nurse and every enlisted man being on hand. The Unit detrained in Jersey City, and after lunch crossed to New York by ferry-boat to the dock where the *St. Paul* was lying, the ship which was to take them across the Atlantic. Discipline in the Unit was good from the beginning, and although shore-leave was granted to many, no one failed to respond to roll-call at 6 A.M. on the 19th.

On the *St. Paul*, besides Base Hospital No. 10, there was the Hospital Unit No. 21, from St. Louis, and an Orthopedic Unit. Some civilians were also on board. The *St. Paul* mounted several six-pounders and four four-pounders for defense against submarines. These guns were in charge of a lieutenant and a detachment of blue-jackets from the Navy.

The Unit sailed from New York on Saturday, May 19, 1917, at noon. The trip was uneventful. The time was occupied with some setting-up exercises, efforts at drilling and the inoculation of the members with various sera. The Chaplains of Base Hospitals 10 and 21 held religious services every evening in the dining-saloon, which were largely attended. Early Sunday morning many attended a celebration of the Holy Communion in the ship's library, and a crowded general service was held afterwards in the dining-room.

On Saturday, May 26th, at about 9 o'clock in the morning, Destroyer No. 59, of the American Navy, was sighted, and was greeted with cheers. Later in the day another American destroyer joined the first. After a few hours these destroyers departed, and British destroyers took their place. The *St. Paul*, in approaching the Irish coast, was so well guarded that no trouble was experienced from the submarines which infested those waters.

On Sunday, May 27th, the ship entered the Mersey, and at 6.15 P.M. docked at Liverpool, too late for Base Hospital No. 10 to disembark. On the following morning, May 28th, the Unit left the ship at 7.30. The enlisted personnel and a few officers were sent to Blackpool. The officers and nurses were provided with accommodations at the Northwestern and Adelphi hotels, respectively. Colonels Begbie and Johnson of the British Army were in charge of the reception and accommodations, and everything was done promptly and efficiently for the Unit's comfort. The English people gave the Unit a cordial welcome wherever it appeared. They openly showed their pleasure at the sight of American uniforms, the Unit being one of the first American outfits to go overseas in the Great War. At Blackpool the enlisted men received instruction in the use of gas masks and were put through the litter drill. Amusements and entertainments were pro-

vided for them. It was said that they made a most favorable impression on the British officers and men stationed there. The detachment remained in Blackpool twelve days. It was then sent on by train to Southampton. At Oxford twenty minutes were given for refreshments. The detachment was embarked on the *Northwestern Miller* (a ship which in peace times had plied between Philadelphia and London), her cargo consisting of 1,300 men, 750 horses and mules, and her hold filled with high explosives. The *Northwestern Miller* reached Le Havre on June 11th.

The officers and nurses left at Liverpool had a few days there, and were then sent by train to London, where they became the guests of the British Government, and were royally welcomed and entertained. Advantage was taken of the time in London by medical officers, the chaplain and the nurses to visit some of the great military hospitals, in which much information was to be had. On June 10th the Unit left London, reaching Southampton the same day, and embarked on a hospital ship, formerly one of the Castle line. German submarines were evidently anxious to give the first American troops to go overseas a warm reception, for a British destroyer sunk one of these pestiferous craft, just outside of Southampton, and a French transport was torpedoed by one of them just astern as they were going into Le Havre. The hospital ship on which the Unit was transported was fortunately well guarded by British destroyers. The Unit reached Le Havre on June 11th, being the third American Unit to reach France, two other hospital units having preceded them by a few days.

In London, Base Hospital No. 10 had been turned over to the British Government, the British Army being then very short of doctors and nurses, the casualties in the medical corps having been greater in proportion to its size than in almost any other branch of the service. When, therefore, the Unit arrived in France it practically became a part of the British Army. "Nurses" became "sisters." The chaplain became a "padre", and a good deal of other nomenclature had to be changed. For a while a British colonel presided at mess. Colonel Thurston, of the British Army, their commanding officer for some weeks, endeared himself to every member of the Unit.

FROM LE HAVRE TO LE TREPORT

Base Hospital No. 10 was sent from Le Havre through Amiens and Beauvais to Le Treport, a long tiresome journey. Le Treport is in the Seine Inferieure, not far from Dieppe, Abbeville and Eu. Above the town on the cliffs there was a Hospital Group, Canadian No. 2, British Red Cross No. 10, British General Nos. 3, 47 and 16, and the Isolation Division for Contagious Diseases, and a large Convalescent Camp. The American Unit was placed in charge of British General Hospital No. 16, a well-equipped hospital with over 2,000 beds, and of the Isolation Division for Contagious Diseases. The Unit had expected to take over about 500 beds. Nothing but its fine personnel and splendid organization saved it from failure. These two and other qualifications, however, saw it through, and enabled it to leave a great reputation for efficiency in the British Army at the end of the war. Reinforcements were at once asked for on reaching Le Treport. Accordingly eight officers and forty-seven enlisted men from Philadelphia, under the command of Dr. H. B. Wilmer, sailed on the *Aurania* on August 18, 1917, and thirty

nurses, under the command of Dr. J. Paul Austin, sailed soon after on the *Baltic*, the one group arriving in Le Treport on September 7th and the other on September 21st.

Base Hospital No. 10 remained at Le Treport throughout the war and for several months after the armistice. From time to time its officers, nurses and enlisted men were detached temporarily for special service. Occasionally members were detached permanently from the Unit. Five of the enlisted men received commissions. A Mobile Unit was organized under Dr. Hodge to move along the front. Dr. Arthur H. Gerhard was attached to the British Tank Corps. Dr. Taylor served for a time with the military hospitals in London.

A number of the officers, nurses and enlisted men served at Casualty Clearing Stations along the front. Dr. Dillard and others served with British fighting units. Dr. Drayton was one of the nerve specialists in the Maghull Hospital in England, and also served at the front. Drs. Norris, Gibbon, Cadwalader, Packard, Knowles, Earnshaw and Cruice were all transferred to highly important positions in the American Expeditionary Forces. Dr. Sweet was assigned to advanced research work. The Chaplain served from time to time as Chaplain of British and Canadian hospitals, British labor battalions, Australian Infantry, British Tanks, American hospitals and the Headquarters Troops of the 3d Army. Nearly every officer in the Unit and some of the nurses and enlisted men were at times detached for special service at the front or elsewhere. Dr. Harte, the Director of the Unit, and later its commanding officer, and Dr. Mitchel, for some months its commanding officer, took their turn at the front. Dr. Vaux, Dr. Wilmer, Dr. Outerbridge, Dr. Nolan, Dr. Austin, Dr. Flick, and nearly all the other surgeons and doctors did the same. All who were given the opportunity to serve at the front did so eagerly.

General Hospital No. 16, of which Base Hospital No. 10 had charge, was in the form of half a wheel, with the operating room at the hub and the wards or huts radiating like spokes from this center. The most serious surgical cases were in the huts nearest the operating room. The medical huts were at the periphery. The Isolation Division for Contagious Diseases was remote from the rest of the hospital. Le Treport was situated on the Channel, and during the winter the climate was severe, with high winds and cold rains. The sick and wounded were brought as far as Le Treport by hospital trains, and from the town to the hospital by ambulances driven by English ladies attached to the Women's Motor Convoy Service. The hospital was evacuated by train and ambulance through the Channel ports to England. When the Germans reached Amiens, the entire hospital area had to be evacuated in a few hours, so far as the patients were concerned. This was done only with great suffering to the patients and at the cost of many lives. There was no help for it, however.

From June 13, 1917, to December 31, 1918, there were admitted to General Hospital No. 16, 47,811 patients, of whom 22,431 were wounded, and 24,222 were sick. Of these 398 of the wounded and 140 of the sick died, making a total of 538 deaths. Such a great number of patients with so few deaths gave the Unit one of the lowest death averages of any hospital in France.

The patients were chiefly from the British Expeditionary Forces, English, Scotch, Irish, Australian, South African, Canadian, New Zealand, and West Indian. Three thousand and twelve American soldiers were admitted, of whom forty-four died.

The Dental Department of the Hospital, under Dr. Jack and Dr. Edwin Shoemaker, was very active. It elicited the admiration of the British Medical Corps. There were 15,926 patients who received treatment in this department.

The X-ray Department was extremely important too. Under Dr. Knowles and Dr. William T. Shoemaker and Sergeant Cressy 5,852 patients were X-rayed.

The Pathological Laboratory, under Dr. Krumbhaar and Dr. Cloud, assisted by Mrs. Krumbhaar and Privates Le Boutillier, Stevens and Smith, medical students, was responsible for 18,878 pathological and bacteriological examinations, including 318 autopsies.

The nursing of the patients was under Miss Margaret A. Dunlop of the Pennsylvania Hospital, Philadelphia, and her able assistants. No praise could be too high for the work of these women. There was no more efficient or able hospital matron in France than Miss Dunlop, and she was supported by a magnificent corps of nurses. Their patience, sympathy and skill saved hundreds of lives, and the "American Sister" will long be an expression to conjure by among British soldiers. Miss Fairchild died as the result of her work at the front. Miss Stambaugh was severely wounded, but happily recovered, and many of these women sacrificed their health and strength permanently in the performance of their nerve-wrecking and heart-breaking duties over there.

Army regulations place the social and educational work among troops (under the commanding officer) in the hands of the Chaplain of the Organization. Dr. Wilmer, specially assigned to this duty, and the Chaplain of Base Hospital No. 10 gave a great deal of their time to this side of their work. Baseball, hockey, tennis, football, cricket, boxing were made possible and encouraged. It was a surprise to British soldiers that this Unit could meet them on even terms in their national sport. Philadelphians, however, have always been good cricketers. A reading-room was provided. A dramatic club was formed. Lectures on history, hygiene and social questions were given at regular intervals. Every week an entertainment, known as "the Padre's Party," took place. At these parties such refreshments as were obtainable were furnished and some special program was presented. Dancing was allowed. Concerts were given frequently, the ladies of the Motor Convoy Service usually assisting.

A great deal of attention was given to the amusement of the patients. Ward concerts were given almost daily, French artists, nurses, officers, Red Cross workers, British Y. M. C. A. and Salvation Army workers and the enlisted personnel and convalescent patients assisting.

In the British Army the work of the Chaplain is taken seriously, and every possible provision is made for such work. The Church of England put at the disposal of the Chaplain of the Unit a well equipped church hut for public services for the personnel and the convalescent patients. Several services were held every day in this hut. On Sundays the hut was crowded, so crowded that often many had to be turned away for lack of room. Services were also held by the Chaplain in the Y. M. C. A. and Salvation Army huts. Ward services for the sick and wounded were part of the regular routine. Services were also held for the sick and wounded German prisoners in their stockade.

The burials took place in the British Military Cemetery of Mt. Huon, not far from the hospital area. Every soldier, officer or private, who died received a dignified burial with military honors. The Military Cemetery was beautifully kept.

The graves were carefully marked with a cross bearing the name, rank, organization and date.

Even a brief sketch of Base Hospital No. 10 in France would be incomplete without reference to the band, which was trained and led by Dr. Beebe. The instruments were procured and paid for by the Commanding Officer, Dr. Harte. There was much musical talent in the Unit, and before it had been long organized, it did the Unit much credit.

On January 12, 1919, the Unit consisted of thirty-nine officers, 125 nurses, and 327 enlisted men, 191 in all. Those who had not been in service for a year were ordered to various camps in the A. E. F. On February 3d, all patients were transferred to General Hospital No. 47. Early in March the nurses were sent to Plouharnel in the heart of Brittany, near Vannes. On March 12th they were sent to Brest, and on April 3d sailed on the *Rotterdam* for New York, arriving April 12th. A few days afterwards the nurses received their back pay, a bonus of \$60, and their official discharge.

On March 4th Dr. Sweet, with twenty-five officers and 154 enlisted men, left Le Treport for Plouharnel; Dr. Mitchel and Dr. Newlin, with twenty-five enlisted men, remaining at Le Treport to complete the closing of the hospital. The latter contingent left on March 12th. On the 23d all were sent to Camp Pontanaza at Brest. General Smedley D. Butler, commanding officer of the camp, later wrote to G. H. Q. that Base Hospital No. 10 was the best outfit of its kind that had come under his charge. The Unit embarked on April 6th on the *Kaiserin Augusta-Victoria*, sailing on the 8th, and arriving at Hoboken April 17th. On the 18th the Unit was sent to Camp Dix, New Jersey, and was demobilized on April 22, 1919.

Some of the officers, nurses and enlisted men remained in France longer, and were scattered. Some came home with other organizations, and some returned as "casuals." It was not long, however, before nearly all of the original outfit were home and honorably discharged.

BASE HOSPITAL NO. 20, U. S. A.

By LIEUTENANT COLONEL ELDRIDGE L. ELIASON

U. S. Army Base Hospital No. 20 was organized at the University of Pennsylvania. Colonel Edward Martin, the first Director, resigned in April 1917 and was succeeded by Lieutenant Colonel John B. Carnett, who supervised the organization of the Unit, under the auspices of the American Red Cross.

Preliminary work proceeded simultaneously along three main lines; the selection of the personnel; the raising of funds; and the purchase of equipment.

Lieutenant Colonel Carnett, together with Lieutenant Colonel Eliason, Chief of the Surgical Service, and Lieutenant Colonel George M. Piersol, Chief of the Medical Service, selected an able professional personnel, representing all specialties of surgery and medicine from the University of Pennsylvania Hospital.

Lieutenant Colonel Thomas H. Johnson, M. C., U. S. A., was assigned to duty as Commanding Officer, and Major Sherman M. Craiger, Q. M. C., as Quartermaster.

The selection of a sufficient number of properly qualified nurses was a difficult problem which, however, was admirably handled by Edith B. Irwin, Chief Nurse, who was formerly Chief Nurse of the General Surgical Clinic at the Univer-

sity Hospital. Miss Irwin, at her own request, in January, 1918, was placed on active duty for several weeks at the United States Army Walter Reid Hospital, Washington, D. C., to familiarize herself with the duties of Chief Nurse for an army hospital. Fifty-seven of the sixty-five nurses were graduates of the Nurses Training School of the University Hospital.

The selection of 153 enlisted men was entrusted to Major John H. Musser, Jr., and Major Philip F. Williams. All of the enlisted men were chosen because of exceptional ability. They were all volunteers and sought service with Base Hospital No. 20 as the quickest route to France. Over 80 per cent of them were college men and the remainder were proficient in special trades or occupations. The actual work of recruiting was performed by Major Floyd E. Keene, together with the volunteer assistance of Captain Thomas Edwards, Captain Richard D. Hopkinson, and Major P. F. Williams, who were then on the inactive list.

Funds were immediately necessary for the purchase of equipment, as the Government made no appropriation for the financing of a Base Hospital organized under the direction of the American Red Cross. The \$25,000 worth of hospital equipment that each Base Hospital was originally required to purchase and store in times of peace was amply provided for Base Hospital No. 20 by the Harrison Fund of \$30,000, contributed in equal parts by George L. Harrison, Mrs. Emily Leland Harrison and Thomas Skelton Harrison. When, after war was declared, the Base Hospitals were required to increase their equipment, further appeals met with patriotic support. Contributions of \$110,202.18, in cash and of forty thousand dollars worth of equipment were secured largely by the individual efforts of Lieutenant Colonel Carnett, and were turned over to the Medical Department of the Army, without a cent of expense to the Government.

A total of thirty-four freight carloads of equipment was shipped to New York, and the greater part of it accompanied the personnel on the U. S. S. *Leviathan* on the voyage to Brest, and arrived fairly promptly at Chatel-Guyon, where the hospital was stationed during its activities in France.

On November 24, 1917, orders came from the War Department mobilizing the enlisted men at the First State Armory, the remaining professional personnel, nurses and civilian employes to be mobilized later. By November 30, 1917, practically all of the men had reported. Through the courtesy of the Athletic Association of the University of Pennsylvania, the Students' Training House was turned over to the hospital for use for mess and quarters. The cooks, "K. P.'s" and a majority of the N. C. O.'s were also stationed in the training house.

By the 20th of December all of the officers and men had reported and routine military instructions were well under way. Of the 153 enlisted personnel, 103 had at least five weeks hospital training as orderlies and anesthetists. Every member had full instruction in practical first-aid treatment, given by Lieutenant Colonel E. L. Eliason, and every man was required to apply splints, bandages and dressings.

On Monday, April 1, 1918, Base Hospital No. 20 started for Camp Merritt, New Jersey, on the first leg of its overseas journey. The organization arrived in camp about 4 P.M., where they were stationed for three weeks, sailing on the U. S. S. *Leviathan* from Hoboken on April 22. The nurse personnel, the dietitian and the three civilian stenographers, who had been at Ellis Island, No. 3 N. Y. H., since February 18, 1918, joined the Unit at Hoboken and sailed with it. After an uneventful voyage, the *Leviathan* reached Brest on May 2, 1918. The officers

and men debarked the following day and marched to Camp Pontanazen. After a stay of two days, they were joined by the nurses and left for Chatel-Guyon, where they arrived on the morning of May 7th.

Chatel-Guyon is a village of some 2,000 inhabitants and is situated in the Province of Puy-de-Dome, which forms a part of the picturesque Auvergne section of France. The village takes its name from the chateau built by Guy II, Duke of Auvergne, in 1195. Its altitude is about 1,200 feet, and it is on the edge of the large fertile plain of Liganne and in the foothills of the Puy Mountains. It, therefore, enjoys an excellent climate during both summer and winter.

The first month of the stay of Base Hospital No. 20 was devoted to the hard and tedious work of cleaning up and repairing the numerous hotels and other buildings that had been assigned for its use.

The total yearly rental (in francs) for the buildings used by Base Hospital No. 20 was 328,612, or in normal times equivalent to \$65,722.10.

Two weeks' hard work made the hospital ready to care for 200 patients. Four weeks saw the organization ready to receive 500 patients. This number was later increased to over 2,000.

FUNCTIONING OF THE HOSPITAL

The hospital formally opened to patients on Decoration Day, 1918. With but the few exceptions of patients from the post and neighboring camps, all patients were brought to Chatel-Guyon on hospital trains.

The first one of these arrived on June 8th with 359 patients and others continued to arrive as often as twice a week. It may be stated here that Base Hospital No. 20 operated as a true Base Hospital in that it kept and cared for patients until they were either cured or classed for ultimate distribution. It at no time acted as an Evacuation Hospital, as did many Base Hospitals, merely keeping patients a few hours before evacuating them to other hospitals.

The patients were classified according to their disease or injury, and were placed in separate wards for surgical, medical and infectious diseases and the specialties. A dispensary or "ambulatory" surgical department treated all minor walking cases, thus relieving the work in the ward dressing rooms.

From June 8th to December 20th, twenty-three additional hospital trains brought a total of 7,872 patients to Base Hospital No. 20 from the various battle fronts. The largest number, 587, was received on July 25th, all of which came from the Chateau-Thierry front.

These figures do not include the 106 admissions from the command to and from hospital and quarters prior to the arrival of this Unit at Chatel-Guyon. The maximum number of patients in the hospital in any one day was 2,153 on October 10, 1918. The last patient was discharged on January 20, 1919, and the Unit ceased to function as a hospital on that date.

During the nine months that Base Hospital No. 20 functioned, it cared for 8,703 patients, of which number only sixty-five died—a remarkable showing. The largest number of patients in the hospital any one day was 2,153, on October 20, 1918.

In the personnel of the organization itself there was only one death during its entire existence, another tribute to its efficiency.

GENERAL METHOD OF RECEIVING AND TREATING WOUNDED

On the receipt of telegraphic notice of the impending arrival of a Hospital Train, each ward surgeon was required to submit to the Chiefs of the Surgical and Medical Service the number of vacant beds in each ward as well as the number of patients who could be transferred to other buildings if the necessity demanded it. From this data the Chief of Medical and Surgical Service made provision for the number and variety of cases which the incoming train contained, and a chart was prepared stating the exact number of beds available in each ward. The Commanding Officer and the two Chiefs of Services, with a corps of men, boarded the Hospital Train at Riom, the first town beyond the Chatel-Guyon, and each patient was examined and tagged with the number of the section and ward to which he was to go. Upon the arrival of the train the patients were carried immediately to the section on the station platform as indicated by their tags. Here they were loaded into ambulances or trucks bound for the hospital section, and upon arrival there they were at once carried to the several wards. An entire train load of patients could thus be transferred to their beds within two hours. Each surgeon was required to be in his ward, day or night, to receive his patients, so that he could dress all wounds as soon as possible. This fact was responsible for the immediate recognition of sixteen wounded cases infected with gas gangrene, and the immediate operation, with the consequent saving of life.

DETACHED DUTY

Shortly after the arrival of Base Hospital No. 20 in France, orders came from the Chief Surgeon to form two Operating Teams for work in the hospitals at the front. The two Teams were formed and were later designated as No. 61 and No. 62. Each Team was made up of a surgeon in charge and an assistant, an anesthetist, a senior nurse, a second nurse, and two men as orderlies.

SURGICAL OPERATING TEAM NO. 61

On June 8, 1918, this Team, under command of Lieutenant Colonel Eliason, went to Evacuation Hospital No. 4, near Toul, for instruction in war surgery.

The personnel of Team No. 61 was: Lieutenant Colonel E. L. Eliason, Surgeon in Charge; Major F. E. Keene, Assistant; Major William Bates, Anesthetist; Florence Williams, A. R. N. C.; Sabina Landis, A. R. N. C.; Sergeant Joseph Dougherty; Private George Farabaugh; Captain Thompson Edwards later replaced Major Keene and Mary Hume replaced Miss Williams.

On July 21st the Team reported to Lieutenant Colonel Bingham in Paris, and was sent to the A. R. C. Military Hospital No. 1 at Neuilly, and later to the A. R. C. Military Hospital No. 3 (officers' hospital). The Team was ordered to La Ferte and was taken by ambulance to Chateau-Thierry, reporting to Evacuation Hospital No. 5. In August it proceeded to Chaligny, reporting to Field Hospital No. 162, which on September 2d was taken over by Evacuation Hospital No. 113.

On October 3d, it was ordered to report to headquarters at Froidos, to Evacuation Hospital No. 10. The Team stayed with this hospital for the remaining period of the war and for three weeks afterwards.

SURGICAL OPERATING TEAM NO. 62

At the front they performed about 600 operations in addition to dressing many severe cases that needed no operation.

Surgical Operating Team No. 62 was the first to leave Base Hospital No. 20 for service at the front. It left Chatel-Guyon for Chaumont on June 5, 1918.

The personnel of Team No. 62 was: Lieutenant Colonel John B. Carnett, Surgeon in Charge; Captain George M. Laws, Assistant; Captain N. R. Goldsmith, Anesthetist; Helen Pratt, A. R. N. C.; Marie Bergstresser, A. R. N. C.; Sergeant First Class de Benneville Bell; Private Rufus B. Jones.

After a short stay at Base Hospital No. 15 and at Evacuation Hospital No. 1, on the Lorraine front, the Team reported to the 117th Sanitary Train of the 12d (Rainbow) Division and was assigned to duty with Mobile Hospital No. 2 at Bussy-le-Chateau, on the Champagne front. From July 15th to July 18th, the Team operated with Evacuation Hospital No. 1 at Ecury and then rejoined Mobile Hospital No. 2 at Vatry, accompanying it to Lizy-sur-Ourcq on the Chateau-Thierry front. On July 31st the Team was sent to Evacuation Hospital No. 2 at La Ferte Milon, went with it to Crezancy, on the Marne, and rejoined Mobile Hospital No. 2 at Coincy, on August 6th. On August 25th, the Team proceeded to the St. Mihiel front and located at Recourt, on August 30th. On September 25th, it left for Chateau Salvange, near Froidos, on the Argonne front, and remained there until it returned to Chatel Guyon on November 21th.

Subsequently each member of Team No. 62 received a copy of a letter of commendation from General Pershing.

On September 3d, Captain Laws was detached and placed in charge of Surgical Team No. 562, taking Mat Grenville, A. B. N. C., from Team No. 62. Major F. E. Keene and Letitia Gallagher replaced them on Team No. 62. Team No. 562 saw duty with Mobile Hospital No. 2, Evacuation Hospital No. 1, Base Hospital No. 31, and returned to Base Hospital No. 20 on November 23, 1918.

SHOCK TEAM NO. 116

The personnel of Team No. 116 was: Major John H. Musser, Jr. (in charge); Grace MacMillan, A. R. N. C.; Sergeant F. G. Connor, M.D.; Private Jos. R. Arnold, M.D.

On July 22, 1918, the Team was ordered to report to La Ferte-sous-Jouarre and arrived there the following day, in charge of Major John H. Musser, Jr.

They were sent to Verdolet, reporting to the Commanding Officer of Field Hospital No. 27, and were immediately assigned to the task of handling the severely wounded of the 3d Division.

While at Chateau-Thierry the members of the Team received a letter of commendation from General Dickman, commanding the 3d Division.

On August 10th the Team was sent to Field Hospital No. 112 at Cohan. After several other transfers the Team was ordered to report at Field Hospital No. 127 of the 32d Division. This hospital received only the severely wounded, and at the same time acted as a triage station.

Four days, beginning September 1th, the Team spent in the forest of Pierre-Fonds, returning to Base Hospital No. 20 on September 11th.

EMERGENCY MEDICAL TEAM NO. 116

The personnel of the Team consisted of Captain George K. Strode, M.C., Commanding; Elizabeth J. Coombs, A. R. N. C., and Corporal Robert F. McMurtrie, M.D. By orders from General Headquarters, Captain Strode was detailed to the Central Medical Department Laboratory for special instruction in shock and hemorrhage in September, 1918. By authority from H. A. E. F., the Team left Chatel-Guyon September 21st and proceeded to Evacuation Hospital No. 6 at Souilly. Team No. 116 immediately took charge of the Shock Ward of Evacuation Hospital No. 6 at Souilly, and during the first week worked night and day without relief. A second Team was then assigned to duty, and thereafter Team No. 116 alternated on night and day duty.

On November 26th, when orders arrived relieving them from duty at Evacuation Hospital No. 6, Team No. 116 proceeded to Paris. Two days later the Team returned to Base Hospital No. 20.

Copies of the commendation that was extended to Evacuation Hospital No. 6 by the Chief Surgeon of the 1st Army, A. E. F., on November 30, 1918, were forwarded to each member of Emergency Medical Team No. 116.

SOCIAL LIFE AT BASE HOSPITAL NO. 20

The first celebration of any type held in France by Base Hospital No. 20 occurred at Chatel-Guyon on May 30, 1918, and marked not only Decoration Day but also the formal opening of the hospital and the first raising of the American Flag at Chatel-Guyon. Less formal were the exercises on Independence Day, when a reception was given for all sick and visiting French officers in the morning. In the afternoon this courtesy was reciprocated by the French officers. A public reception in the late afternoon was extended to the officers at the Casino, at which addresses were made by the Mayor of Chatel-Guyon and by Lieutenant Colonel Johnson. Somewhat similar was the reception on Bastille Day on July 14th.

Entertainments for the patients on Thanksgiving and Christmas were given. On the afternoon of Christmas the juvenile population of Chatel-Guyon, under the age of ten years, were the guests of Base Hospital No. 20 at a Christmas tree celebration. For this purpose a large spruce tree in the park was decorated with colored electric lights, and after some singing, and a short speech by the curé, each child was presented with package of candy furnished by the Red Cross.

Many of the social activities were arranged by the Red Cross representative, Captain J. M. Ware, who reported for duty on June 2, 1918. Among the various forms of diversion were baseball, football and tennis. An old reservoir near headquarters served as a swimming pool.

Base Hospital No. 20 was fortunate in possessing an abundance of theatrical talent. A committee was formed when the Unit was still in training in Philadelphia, and after short rehearsals the "Retaming of the Shrew" was produced, the affair proving in every respect most successful. Later "Base 20 Follies" was staged. At Camp Merritt, the Y. M. C. A. rendered much assistance.

At Chatel-Guyon a large number of entertainments were furnished both for the benefit of the patients and for the civilian population. At these entertainments there were popular music, and classical dancing, in which several members of the Unit took female parts with the ease and grace of long trained performers.

An orchestra was formed of the enlisted men which was used for furnishing music for various entertainments. The piano was antiquated and out of tune, and the drum was made from a banjo head. Other instruments were brought from home by the men themselves.

LEAVES AND TRIPS

Six regions were designated as leave areas, including some of the most famous resorts in Europe, and it was possible on a leave to go anywhere in France from the Alps to the Channel, and from the Pyrenees to the border. It was possible for nurses and enlisted men to take advantage of trips throughout France with no expense, as hotels with comfortable quarters and excellent meals were provided for their exclusive use. Nice was undoubtedly the Mecca, and whatever the route traveled the trail inevitably lead to that resort.

FRENCH WAR ORPHAN FUND

The French War Orphan Fund was initiated by the Stars and Stripes as a special Thanksgiving donation in 1918. Chaplain Rogers Israel acted as treasurer for Base Hospital No. 20, and a sum of 7,500 francs represented the collection from the officers, nurses, and enlisted men; no patients in the hospital were allowed to contribute. Base Hospital No. 20 adopted fifteen French war orphans.

MEDICAL SOCIETY

Soon after the hospital opened a Medical Society was formed which met bi-monthly, and to which other hospital staffs were invited. Base Hospital No. 30 accepted the invitation to join. At these meetings papers and reports of work done were presented by the officers. The meetings were fully attended and much profit obtained from them.

CLASSES

After the armistice, Lt. Col. Eliason arranged for a course in anesthesia. Twenty nurses availed themselves of this opportunity and obtained practical and didactic instruction from Lieutenant N. R. Goldsmith. Further lectures were arranged for on military surgery and medicine, and several talks were given by staff members on French history. Classes in various subjects were being organized for the enlisted men when orders arrived to leave Chatel-Guyon.

CELEBRATION OF THE ARMISTICE

On November 10th, many rumors reached Chatel-Guyon that the armistice had been signed. The French believed it to be true and an impromptu celebration was started. In the evening the real celebration commenced. About twenty-five American convalescent soldiers started to parade. This number soon increased to several hundred Americans, and an equal number of French men, women and children. As they passed each hospital there was a general turnout of all patients who could walk, so that by the time they reached the main street there were over 1,000 in line. As no drums were to be had four large hard-tack tins were secured as a result of a raid on the Mess Department.

The next morning official news that the armistice was signed was received, and the Mayor ordered all church bells to be rung. The town was decorated, and that night another parade was organized led by a real band.

AUXILIARY OF BASE HOSPITAL No. 20

The Auxiliary of the University of Pennsylvania Hospital Unit of the Red Cross, known as No. 122, was organized under the direction of Mrs. Wm. Woodward Arnett on April 11, 1917. The seventy women who were present at the first meeting pledged \$6,000 to purchase supplies and material for the equipment of a 500-bed base hospital. The actual work of making up supplies was begun on April 15th, continuing for ten months five days a week. Within three months from the time the auxiliary was organized sixty-six boxes of patients' equipment containing 22,214 articles and about 35,000 surgical dressings were completed and boxed.

The original seventy members were increased to 256, and the \$6,000 promised soon totaled \$10,000, nor was it difficult to secure additional funds as rapidly as needed.

WELFARE COMMITTEE

In February, 1918, the Welfare Committee of Base Hospital No. 20 was organized and undertook to aid the hospital in many ways. It pledged itself to represent the hospital on this side, to distribute a semi-monthly community letter from France to friends and relations of the hospital, to transmit funds to the hospital, to supply it with reading material and to aid in many other ways.

During its existence Base Hospital No. 20 was under the command of four different officers, Lieutenant Colonel T. H. Johnson, Lieutenant Colonel G. M. Piersol and Lieutenant Colonel J. B. Carnett. When the organization was split up at embarkation area, and the officers sent home as casualties, the command of the Unit fell upon Major Philip Williams' shoulders.

Officers, men and nurses returned in separate small detachments during April and May, 1918.

After demobilization of Base Hospital No. 20 the University of Pennsylvania Hospital received letters from the American Red Cross at Washington, D. C., and from the Surgeon General commending Base Hospital No. 20 for its "readiness for service, patriotic devotion to duty and excellence of professional personnel."

A further letter of commendation for exceptionally meritorious and conspicuous services was sent to Dr. J. B. Carnett.

BASE HOSPITAL No. 20 ASSOCIATION

The Association was formed November 14, 1919, in Philadelphia, and provision was made to hold a reunion each year. The first reunion was held in November, 1920.

BASE HOSPITAL No. 34, U. S. A.

BY LIEUTENANT COLONEL RALPH S. BROMER

During the early months of 1917, the Medical Department of the Army and the Red Cross, Colonel Jefferson R. Kean, M. C., in charge, organized fifty base hospitals for service with the American Army. The idea was early conceived of forming one at the Episcopal Hospital. Dr. Charles H. Frazier was first appointed Director, with Dr. Astley P. C. Ashhurst as Chief of the Surgical Service. Funds were raised and friends of the hospital gave liberally in contributions to the Red Cross until a sum of \$65,000 was obtained for the equipment of the hospital, George H. Frazier serving as treasurer and disbursing officer.

The months of March and early April, 1917, were occupied with these preliminaries. Late in April Dr. Frazier, owing to inability to leave his University duties, very reluctantly relinquished his charge of the hospital and Dr. Ashhurst was appointed Director. Progress in the procurement of equipment was rapid.

In late May, Malcolm Douglas became affiliated with the hospital as Registrar. Under his charge the work of enrolling the enlisted personnel progressed most speedily. Applicants were many, and men were secured of excellent caliber and of varied vocations, foreshadowing success in the eventual operation of the hospital's different departments. By June 30th, the entire quota of 152 men had been sworn in and enlisted in the Medical Enlisted Reserve Corps.

In the meantime the hospital was formally accepted by the Medical Department and was given the number of "31." In July, Captain Raphael L. Levin, Quartermaster Reserve Corps, was assigned and reported for duty as quartermaster. As fast as equipment was bought it was assembled and stored in the Larkin Building, 20th and Arch streets, and at the Episcopal Hospital.

The organization of the nurse corps personnel was entrusted to Miss Katherine Brown, Superintendent of Nurses, Episcopal Hospital. During these same months she was busily engaged in recruiting and enlisting sixty-five nurses. By August she reported a full quota.

Mention should be made of the men who attended the early meetings at Dr. Frazier's office and who devoted much time to the purchase of supplies for their respective departments. Besides Drs. Frazier and Ashhurst, there were Drs. Emory G. Alexander, Geo. P. Muller, Joseph Macfarland, John B. Carson, Ralph S. Bromer and Mr. Malcolm Douglas. Of these Drs. Muller and Macfarland unfortunately could not serve with the unit. The assistance and advice of Dr. Richard H. Harte, of the Board of Managers of the hospital, and Captain E. N. Leiper, the Superintendent, were also greatly appreciated. After the retirement of Dr. Frazier, Dr. Ashhurst strenuously pushed the preparation of the organization for active duty, and by the time orders were received for its mobilization it was in a state of excellent preparedness.

On September 7, 1917, the organization was mobilized at the Episcopal Hospital and Major Ralph G. DeVoe, Medical Corps, United States Army was detailed as commanding officer, assuming command September 4, 1917. Captain R. S. Bromer was detailed as adjutant.

On September 7, 1917, the organization moved to the Concentration Camp of the United States Army Ambulance Service at Allentown, Pa., later called Camp Crane. Here two months or more were spent in equipping and training the men. Instruction in first aid, Medical Department drill, bandaging, etc., was routinely given. On November 21st, the command moved to Camp Mills, Long Island, and remained there until December 14th, awaiting instructions for embarkation. These finally arrived, after three weeks of most severe weather spent in the tents of Camp Mills. On the 15th, the organization embarked on the *Leviathan*, the nurses included, they, in the meantime, having been mobilized and equipped at Ellis Island. The voyage was uneventful and on December 21th, at noon, Liverpool was reached and debarkation immediately begun. The nurses were sent to Southampton on a separate train from that of the officers and men. Southampton was reached midnight of December 24th, the nurses being quartered at hotels and the officers and men at a rest camp. On December 25th, the former

were sent to Le Havre on one of the British hospital ships, the *Warilda* and on December 26th, the officers and men crossed on a British Channel ship, the *Mona's Queen*, debarking early on the morning of the 27th.

WORK OVERSEAS

The command remained at Le Havre until December 29th, when the entire personnel was sent by train to Blois, where Medical Casual Camp No. 6, Intermediate Section L. O. C. was then located.

Here during January, 1918, the unit was split up. The Commanding Officer, Major Ashhurst, the adjutant, quartermaster and registrar, and about sixty men were sent to Nantes where the hospital was to be located for preliminary survey and for the purpose of pushing the work of renovation of the seminary building to be used as a hospital. Five officers and thirty men were sent to Brest where Camp Hospital No. 31 was started and organized by them in the Pont-a-Nezon Barracks. Five men were sent to American Red Cross Military Hospital No. 5 in Paris, and thirty-five men were ordered to Camp Hospital No. 15 at Coetquiden, an artillery training center. The nurses were distributed to Base Hospital No. 101 at St. Nazaire, Camp Hospital No. 15 at Coetquidan, and American Red Cross Military Hospital No. 2 in Paris.

January, February and March, 1918, were spent in renovating the building, constructing new barracks, moving equipment from freight stations and docks, and in securing additional equipment for a 1,700 bed hospital.

The main building, four stories high, was furnished with 1,000 beds. This building had a usable attic, which was remodeled to house the Medical Supply Department and to provide space for storage of patient's clothing. The adaptation of this building required an enormous amount of labor by men of the unit. They built seventeen shacks, which accommodated the operating rooms, X-ray department, large bath houses, receiving ward, enlisted men's quarters, and wards aggregating 700 additional beds. All this construction was accomplished with great dispatch and by April, 1918, the entire unit was reassembled and patients were admitted. The first train of patients received came from American Red Cross Military Hospital No. 1 at Paris. After these arrivals the hospital was soon filled and it reached its full capacity during and immediately after the Chateau-Thierry drive. The patients were almost entirely Americans. Though a base hospital situated far in the rear, the majority were wounded men from the fighting line.

The work was carried on actively throughout the remainder of the year. Peak capacity was again reached during the fighting in the Argonne. Mention also should be made of the care and assistance rendered the personnel of the Army during the influenza epidemic, which reached its height during October, 1918. These cases were drawn largely from the garrison of Nantes, which at times numbered 11,000 or more men, also from the 38th Division which had been sent immediately on debarkation to billets in the "south of Nantes" billeting area.

In July, 1918, the hospital became a part of the hospital center of Nantes. The large hospital project known as the Grand Blottereau, located on the opposite side of the city was occupied at this time by Base Hospitals Nos. 11, 38 and 216, and the whole center was placed under command of Colonel Thomas J. Kirkpatrick of the Regular Army Medical Corps.

Early in October, 1918, the hospital was further expanded by the acquisition of the Ecole Normale, a normal school building owned and turned over gratuitously by the Department of the Loire Inferieure to the Medical Department of the Army. It was equipped and furnished as a hospital for officers and designed for reception of medical cases and convalescent surgical patients. It was operated as an annex to Base Hospital No. 31 and Major, later Lieutenant Colonel, A. J. Ostheimer was placed in immediate charge.

During the first half of the year under careful guidance of Colonel DeVoe, the Commanding Officer, the organization of the various administrative departments of the hospital was perfected and all showed themselves fully equal to the strain thrown upon them during the heavy work of the Argonne drive and the influenza epidemic. The adjutant's office was organized and run by Captain Ralph S. Bromer, M. C.; the registrar's office by Captain John P. Jones; the Medical Supply Department by First Lieutenant, later Captain, B. F. Buzby; the Mess Department, by First Lieutenant, later Captain, Malcolm G. Douglas; Sanitary Corps and the Quartermaster's Department by Captain Raphael I. Levin, Q. M. C. Especial mention should be made of the supply by the latter department of the entire garrison of Nantes from the very beginning of the hospital until the organization in June, 1918, of Quartermaster Depot No. 2, Base Section No. 1, on the Isle of St. Anne in Nantes. This threw extra strain and labor upon the officer in charge and the men of this department.

The professional services were early organized by Colonel Ashhurst in charge of the Surgical Service, Major Carson of the Medical Service, Captain Moore in the Clinical and Pathological Laboratory and Captain Bromer in the X-ray Laboratory. Changes in these departments will be mentioned later.

The American Red Cross sent as its first representative, Captain Chas. G. Petrie, who began during April the organization of a service which later grew to large proportions. In July Captain Louis H. Fead arrived to replace Captain Petrie, who was transferred to the Grand Blottereau. Under his direction, a canteen was started, magazines, books, etc., were distributed to the patients, regular moving-picture shows were held, a Home Communication Service was established, a large recreation hut was built, where different show troupes gave many and varied entertainments, dances for the enlisted men were held and numerous comforts supplied the nurses. A Y. W. C. A. representative was also continuously assigned to the nurses' quarters to provide all recreation and entertainment possible.

The main hospital building and the ground occupied by the adjoining barracks was originally a seminary for priests. Additional space was soon required and on the street immediately opposite the east entrance, a large riding school was acquired as a quartermaster store and warehouse. On this same street a house was obtained as quarters for the female civilian employes. Two large chateaux were rented to house the nursing personnel. The officer personnel was billeted in private homes in the immediate vicinity of the hospital.

ACTIVITIES AFTER THE ARMISTICE

With the signing of the armistice the nature of the work of the hospital changed. Its situation in proximity to the base port of St. Nazaire and within easy rail connection with Brest, put it in direct line for the evacuation of the sick and wounded to the United States. The work of evacuation was early started and

convoys were received and forwarded as rapidly as patients could be prepared and reequipped for the trip home. The organization was not destined, however, long to remain in this work. In pursuance of the policy of the chief surgeon's office for the early return of the hospitals first sent over, word was unofficially received Christmas Eve, 1918, of the hospital's return as soon as its relief arrived. On January 2d, Evacuation Hospital No. 36 reached Nantes and preparations were rushed for the transfer of the hospital to that organization. This was accomplished January 16, 1918, and the command was prepared for embarkation. After final inspections were made and the unit officially reported ready, it yet had several weeks to wait until orders to move arrived. The officers finally left Nantes, March 23d, the nurses soon after, and the enlisted men with three officers April 2d. They all ultimately reached the United States and the organization was finally demobilized April 29th, at Camp Dix, N. J. The transport bringing the officers home was the *Pretoria*, one of the ships turned over by the Germans, after the armistice. The nurses crossed on the *George Washington* and the enlisted men on the *Waller A. Luckenbach*.

Major A. P. C. Ashhurst, the Director of the Unit, was promoted colonel and was assigned surgical consultant of the important hospital centers of Nantes, Savenay and St. Nazaire. During the course of the organization's existence in the A. E. F., Major R. G. DeVoe, the Commanding Officer, was promoted colonel and was placed in command of the Nantes Hospital Center. Major Emory G. Alexander became Surgical Director of the Unit, Captain Ralph S. Bromer was promoted Lieutenant Colonel and assumed command of Evacuation Hospital No. 36, the organization sent to replace Base Hospital No. 34. Major Rutherford L. John was made Chief Orthopedic Surgeon of the Nantes Center and Major John P. Jones became Chief of Surgical Service of Evacuation Hospital No. 36. Captain John W. Moore was promoted major and placed in charge of the laboratories of the Nantes Center, and Miss Katharine Brown, Chief Nurse, was made supervisor of nursing for the same.

While in service in the A. E. F., Reserve Nurse Alice Ireland died at St. Nazaire, Base Hospital No. 101, of pneumonia. Private Joseph F. Covert died of septicemia at Camp Hospital No. 15, and Private James L. Murray of influenza at Base Hospital No. 34, A. E. F.

The hospital furnished its quota of "teams" for front line work, as the organizations of surgeons, nurses and orderlies sent from base hospitals in the rear to front line hospitals were called. The first of these sent out was Surgical Team No. 23, headed by Colonel Astley P. C. Ashhurst, M. C. He had with him as his assistant Captain Henry S. Kerchner and Nurses Margarita Andrews, Ethel P. Kandle and Grace E. Stephens, and Privates Winsor Josselyn and Joseph E. Miles. They left Nantes, early in April, 1918, going to Crevecoeur-le-Grand where they served with Auto Corps No. 6 of the French Army until July. On July 18th, they arrived at the American Red Cross Hospital No. 1, Neuilly sur Seine, Paris and remained there until August 14th. They were then transferred to Evacuation Hospital No. 6, American Army serving with it during the Argonne Campaign. On November 18th, Colonel Ashhurst was transferred to Savenay as consultant in surgery and Major Emory G. Alexander, M. C. was sent to relieve him.

Surgical Team No. 24 was composed of Major Chas. D. Lockwood, M. C., Captain Irvine M. Boykin, M. C., and Captain Louis W. Frank, M. C. The

nurses and enlisted men composing it were Nurses Anna Behman and Katherine Holler and Sergeants Horace B. Austin and Harry G. Bostick. This team served with the American Army in the Champagne and the Argonne sector, being stationed with several American evacuation hospitals.

During the course of the summer a gas and shock team in charge of First Lieutenant, later Captain Royal E. Durham, M. C. was dispatched to the front. The nursing and enlisted personnel of these teams routinely consisting of one each, Nurse Jane D. Nicholson and Private William Vogel were detailed for the duty. It was first sent to the central laboratory at Dijon for instruction purposes and from there was sent to the front, serving with one of the American evacuation hospitals, No. 8, during the Argonne Drive.

During the course of the latter drive, the second team was broken up, Major Lockwood, Captain Frank and Miss Holler formed the nucleus of one, and Captain Boykin, was placed in charge of the other with Lieutenant Simon and Miss Behman.

Immediately after the termination of hostilities the various teams of the A. E. F. were returned to their respective organizations. During late November and early December all the personnel returned to Nantes, and was re-attached to the hospital for return to the United States.

BASE HOSPITAL NO. 33 U. S. A.

BY COLONEL W. M. L. COPLIN

War is the summation of all tragedies,—the pinnacle of all follies, the abysmal depth of all horrors; the conjoined, coordinate, contemporaneous supremacy of flame and famine, of holocaust and hate, of disease, disaster and death, of slaughter and starvation. It is the insanity, the infanticidal, homicidal, suicidal mania of nations—the darkness of doomsday out of which shines but one lone star, red—and purple-rimmed—the light of the Samaritan who feeds and clothes, arrests bleeding, binds wounds, bears anesthetic, sedative, and opiate, nurses with tender hand, brings water to lips athirst and dying, wipes off the sweat of agony, takes the last faltering message to loved ones at home and, when comes the end, closes staring eyes, composes limbs, enshronds and collins, covers with the flag which the soldier loved and for which he died, and bears the fallen victim to his last rest, his dreamless sleep of peace eternal. These purveyors of mercy and kindness,—all out of harmony with the fields in which they labor—amid scenes no pen can describe, ply their calling from shell-torn trench to bomb-wrecked hospital far in the rear, along lines of communication, at ports of embarkation, on hospital ships in port and at sea, until, at last, the restored soldier rests on the bosom of loved ones at home, or bivouacs forever on Fame's eternal camping ground.

Much, if not most of this work was done by those who enlisted to serve in base hospitals. Officers, nurses and hospital corps men—often detailed from an original base hospital—at one time or another served in every position from firing line back through the apparently unending labyrinth of "communications." To bear its share of the burden Base Hospital No. 33 of the Jefferson Medical College and Hospital was organized.

Founded in 1825, and nearing the centenary of its existence, the work was not new to the institution which, through almost one hundred years, had sent its graduates to every battlefield and into every disaster in the nation's history, had

given Silas Weir Mitchell and William Williams Keen to the work of the great Civil conflict, and in the World War its graduates to the number of 1,162, while more than 370 undergraduates worked in every professional capacity from Surgeon General Merritte W. Ireland (Class of 1891), to the humblest positions in the service of their country.

ORGANIZATION

The Jefferson Medical College Base Hospital, organized under the direction of the American Red Cross and known as Base Hospital No. 38, was rendered possible by the generous contributions of Adeline Pepper Gibson and Henry S. Gibson. Organization was begun May 3, 1917. Before the summer had ended officers and enlisted men had been selected, necessary commissions obtained and most of the preliminary work completed. The personnel, included thirty-five officers, 100 nurses, five civilians, and 200 enlisted men.

Major W. M. L. Coplin was designated Director, and Chief of the Laboratory Division; Major J. Norman Henry, Chief of the Medical Division and Major Charles F. Nassau, Chief of the Surgical Division. Major John S. Lambie, M. C., U. S. A., was later detailed as executive officer.

MOBILIZATION AND TRAINING

The organization was mobilized October 15, 1917, and went immediately into training at the 2d Regiment Armory, Philadelphia. The novitiate in Philadelphia extended from the date of mobilization to June 21, 1918, when the unit embarked for France. During this period of preparation it was decided, at the suggestion of the director, to inaugurate a new and hitherto untried plan of preparing enlisted men for hospital duty. It had previously been the custom to assemble the personnel of base hospitals at some training camp, for example, Allentown, where military and certain didactic instruction could advantageously be given. Obviously the functions which hospital corps men are supposed to perform differ materially from those of any other military unit. Necessary though a knowledge of policing and military drill may be, the men should know something of hospital organization and the care of patients; consequently it was decided to institute two courses of instruction—didactic and practical.

The former was inaugurated (October 29, 1917) by an introductory lecture by William W. Keen, M.D., Sc. D., LL.D., Hon. F.R.C.S. (England and Edin.) Emeritus Professor of Surgery, at the Jefferson Medical College, in which he outlined the history of hospital organization and duties as he knew them in Philadelphia and in army hospitals during the Civil War. This was followed by lectures given by members of the staff and others, covering problems of hospital administration, the care of patients, treatment of injured, transportation, sanitary science, antisepsis and on other subjects bearing directly upon the functions of base hospitals.

Through the courtesy and cordial cooperation of the Jefferson Hospital, Pennsylvania, St. Agnes, St. Joseph's, Philadelphia General, Philadelphia Hospital for Contagious Diseases, Frankford, Episcopal, Lankenau, Presbyterian and Samaritan hospitals, valuable instruction was given to small groups of men detailed to the institutions named. They were assigned to laboratory, operating room, dispensary, ward, and accident room, and saw useful practical service. The courses were continued throughout most of the winter, thus affording the men an

extended knowledge of the work they would be called upon to perform. Concurrently, officers improved in every possible way their knowledge by special work in laboratories, X-ray departments, surgical and medical clinics, and the specialties. Some of the officers were detailed to the Rockefeller Institute, New York, for special training.

EQUIPMENT

To the foundation of \$50,000 given by Adeline Pepper Gibson and Henry S. Gibson, generous citizens of Philadelphia, contributions by others—including \$5,000 given by Mrs. Thomas P. Hunter for operating rooms, brought the total to \$79,992.39, practically all of which was expended for equipment. In addition to cash contributions many gifts were made directly. These included an ambulance by the residents of Logan, another by employes of the Philadelphia Rapid Transit Company, another by the Philadelphia Teachers' Association, another by the West Philadelphia Auxiliary No. 1 of the American Red Cross, another by the Fottrell Square Association and one given by Mr. and Mrs. Arthur H. Lea—a total of six ambulances. Through the efforts of Mr. Norman L. Barr and Mr. William C. Haddock, Jr., and their friends, a delivery truck was supplied. The American Red Cross, Washington, D. C., gave a carload of dressings; the local Red Cross and many auxiliaries aided also. The Emergency Aid assisted generously. The contributions including cash of \$79,992.39, a special fund given nurses \$8,001.51*, and supplies valued at \$31,318.58, make a total value of \$122,312.51.

SERVICE IN THE AMERICAN EXPEDITIONARY FORCES

On June 21, 1918, six officers and 192 enlisted men under the command of Lieutenant Colonel John S. Lambie, M. C., U. S. A., embarked on the S. S. *Nopatin*, New York, and twenty-nine officers under the command of Major Coplin, boarded the S. S. *President Grant*. The latter, on account of an accident to the refrigeration plant, was compelled to return, sailing finally on June 30, 1918. Passengers on the S. S. *Nopatin* landed at Brest July 5th, left July 10th, and arrived at Nantes, France July 11th; on July 17th they were joined by the remaining officers. The nursing corps had sailed from New York on May 18th, and upon arrival in France the nurses were assigned to duty in base hospitals at Nantes, or to stations nearer the line of combat.

LOCATION

At Nantes, a quaint and beautiful city on the Loire, designated as one of the American hospital centers, was also stationed Base Hospital No. 31, which, at the time "38" arrived, was receiving patients. Base Hospital No. 38 was located in the Grand Blottereau which was later to receive three other hospital organizations. The Grand Blottereau is a park surrounding what had been a small gem of a chateau with its exquisite grounds, partly wooded, containing tall trees, veritable monarchs, small shrubs and hedges, and all intervening types of woodland growth. Along one side extended a beautiful walled road of rural France, no longer in good condition. On another side was a small tributary of the Loire, and just beyond the slowly moving majestic river. On another side were the botanical

*This embraced gifts specifically for nurses, and is not included in the Director's reports. All other contributions have been accounted for to the American Red Cross, Washington, D. C.

and agricultural gardens of Nantes, and off from a corner the town of Donlon, really a part of the historic old city.

THE HOSPITAL IN FRANCE

Physically, the plant included twenty-one wards, also diet kitchens, personnel barracks and mess hall, officers' barracks and mess hall, nurses' barracks and mess hall, ablution sheds and barracks, receiving wards, quartermaster supply buildings, mess supply building, operating pavilion, and laboratory, a total of about fifty buildings, all of temporary construction. They were supplied with electricity and running water, and an emergency sewage system was installed which became inadequate on account of the unexpected number of patients and the unanticipated floods which inundated that region of France and impeded drainage. The original barracks were constructed of composition board, felt roof and concrete floors, with adequate window space. The overflow, amounting to more than 2,000 patients, administered to by the organization, was sheltered in tents erected on a contiguous section of the park. The extraordinary rains of 1918 in France rendered the soil so soft that the temporary roads soon became a veritable mud-plant through which officers, nurses, convalescents and enlisted men waded for weeks; part of the plain was under water for many days, but the hospital, more fortunate than one of its neighbors, was not reached by the high water.

The buildings which "38" was to occupy were only partly completed when the organization arrived; officers and enlisted men proceeded to assist in the construction. As early as July 22d, 132 sick and injured from the Soissons front were received and cared for, although the buildings were not finished until several weeks later. By September over 1,000 patients had been admitted. It was originally contemplated that for each base hospital provision for 500 patients would be adequate. Before leaving the United States the personnel had been increased to that of a thousand-bed base, shortly after arrival in France it became obvious that it might at any time be required to shelter 2,000 incapacitated soldiers, and early in November, 1918, the daily census included 2,412 patients. It is believed, however, that every possible attention was given and that the enormous expansion did not weaken the efficiency of the organization, notwithstanding the fact that, at one time, only ten officers remained at the base, three of whom were largely occupied in administrative capacities.

Because of pressure at other hospitals and the urgent demand for nurses, practically all of those belonging to the unit had been transferred to needy centers at Nantes and elsewhere in France; therefore, shortly after "38" was placed in operation, Miss Clara Melville, Chief Nurse, had only seven nurses to assist in operating rooms and to care for approximately 1,000 seriously wounded and sick soldiers; later the number reached more than 2,000. Nevertheless it must be universally recognized that the depletion of nurses was one thing from which the organization suffered intensely; the loyal and unflagging devotion of officers and enlisted men did much to ameliorate conditions, but in a great hospital, containing many seriously ill and wounded, no one fills the place of a properly trained nurse. Our nurses were performing more important duties with operating teams at the front, in hospitals on the field and along the line of communication, and on hospital trains, so that whatever the original organization may have suffered, the benefits to the

service in the A. E. F. were no doubt greater; consequently our loss was borne though less patiently than would have been decorous.

DETACHED DUTY

Shortly after arriving in France, and in common with all other organizations which included highly trained specialists, we suffered severe losses from detachment of important officers to more active, and it was believed more important, duties nearer the front and elsewhere in the stricken country. Indeed some highly efficient men had been detached before Base Hospital No. 38 left the United States.

Originally Captain J. Torrence Rugh was chosen for the orthopedic division of Base Hospital No. 38. The Surgeon General's office requested his release as an orthopedist of established reputation was needed to direct the proper care of enlisted men in this country. Reluctantly the release was granted, his work was well done, and his promotions continuous to and including the rank of Colonel.

Captain E. J. G. Beardsley, who had been a member of the Medical Reserve Corps since 1909, was also transferred to a larger field. The Surgeon General's office recognized in him a man of unusual attainments, a capable teacher and an experienced clinician. He was detailed to the Army Medical School, later to training camps, became Chief of Medical Service, Base Hospital No. 89, Camp Sheridan, and joined the A. E. F. in France. His promotions passed through the grades of Captain, Major and Lieutenant Colonel.

Captain George E. Price preceded the unit and was on duty as consulting neurologist in Paris; later succeeded by Major M. A. Burns, who was also detached for permanent duty in the capital city.

Major Thomas C. Stellwagen had also sailed in advance of "38," and was on observation duty at Queen's Hospital, Sidcup, England; later transferred to Evacuation Hospital No. 1, to Field Hospital No. 27, acting as surgeon for non-transportable cases, to Evacuation Hospital No. 5, with Field Hospital No. 112, and for three months served with Mobile Hospital No. 4. After the armistice he resumed duty at Base Hospital No. 38 as Chief of the Department of Oral and Plastic Surgery.

Major W. M. L. Coplin, Director, and Chief of the Laboratory Division, later Lieutenant Colonel and Colonel, was detailed to Headquarters, Laboratory Service, A. E. F., Dijon, later becoming Laboratory Officer, Hospital Center, Beaune; December, 1918 transferred to the 3d Army as Director of Laboratories, accompanying the Army of Occupation and having charge of twenty-seven laboratories, with headquarters at Coblenz, Germany.

Major J. Norman Henry, Chief of the Medical Division, was detailed to the Army Sanitary School at Langres, August 19, 1918, to headquarters at Toul, to the 39th Division where there were unusual opportunities for studying the problems of a division in action. After his return early in October, he became Commanding Officer of Base Hospital No. 38.

Major Charles F. Nassau left the Base Hospital early in July, 1918, for observation duty in Evacuation Hospital No. 1, at Toul, to the Red Cross Hospital in Paris, where he was joined by other members of the operating team consisting of Captain Mark D. Hoyt, Lieutenant Louis D. Englerth, Miss Amanda Boyer, R. N., and Privates Edward G. Huth and Herbert W. Duke. From Paris Major Nassau went to Evreux, American Red Cross Hospital No. 109; in September to

Evacuation Hospital No. 7, Souilly; to Mobile Hospital No. 1, Esnes, returning to Souilly, and after the armistice resumed his position as Chief Surgeon with "38."

Captains Frank H. Hustead and Charles E. Hays joined Major Stellwagen in the assignments detailed above and served in the Argonne and St. Mihiel drives.

Lieutenant Colonel John S. Lambie detailed by the Medical Department as Executive Officer of Base Hospital No. 38, left the organization on September 2, 1918, becoming commanding officer of the hospital center at Puy de Dome and later inspector of hospitals in the A. E. F. Major John B. Lowman was left in command, but shortly thereafter on account of illness, was relieved by Major J. Norman Henry, who became Commanding Officer, and continued in this service until November 22, 1918, when Major Lowman returned and resumed command.

Major John R. Forst passed through the St. Mihiel and Argonne offensives with Mobile Hospital No. 2, serving as Ophthalmologist with this organization on the Meuse, returning to the base in October. He was in command of Base Hospital No. 38 when the patients were turned over to Evacuation Hospital No. 31, returned with the unit and was mustered out with the boys at Camp Dix, New Jersey, April, 1919.

Captains Borzell, Burns, Hays, Mohler, Musser and Tyson at different times were off on observation duty or on other details.

OUR HEROIC DEAD

Every great adventure has its tragedy and the experience of Base Hospital No. 38 was no exception. While in line of duty the call to higher reward was answered by five members of the unit. Every death was due to the stress of activities upon which the worker was engaged. The nurses in travel to detailed stations or on duty, a physician going from ward to sick-bed under war conditions where the comforts of a modern hospital or of a home were not available; enlisted men dying from disease—all falling in line of duty. In each instance it is reasonable to believe that, had the unfortunate one avoided the rigors of war and the hardships of service, life might have been spared. They are heroes and heroines who fell outside the glamour of attack and screeching shell, but none the less gave their lives for the cause.

Adeline Pepper Gibson, benefactress of Base Hospital No. 38, while on active duty contracted pneumonia and died at Nantes, January 10, 1919. Through the many trying days of effort, Mrs. Gibson gave unsparingly of all those things worth while. There was no opportunity to do good that was too laborious, no time of need when her interest was not aroused and her helping hand was not extended, no weariness of body that arrested her enduring endeavor, no situation she did not see, and seeing act. To officers and men, to nurses and patients often she brought cheer and sunshine where before existed despair and gloom. Her life with us was one continuing period of smiling, patient, helpfulness, and her passing weighed upon us as an unforgettable sorrow of our adventure. A stranger to all the wearying sadness of hospital life under the shadow of grim war, the things she did and the way she did them won the hearts of all. There was a noble sincerity in her life best known to those near enough to see the warp and woof of the cloth of gold woven in the loom of duty before which she daily and hourly cast life's flying shuttle. A world peopled by such souls would be sunshine and cheer,

without pain or sorrow—a veritable paradise. A history of Base Hospital No. 38 is being published as a fitting memorial to our lamented benefactress.

Captain M. Mauney came to the organization a stranger, detailed by the Surgeon General's office when the personnel was increased. He endeared himself to all the men with whom he worked and was faithful, devoted, serious minded and capable. During the influenza epidemic he continued at work in the wards when he should have been in bed, and it is the feeling of those about him that his devotion to duty made certain the tragedy of his death which resulted from pneumonia on November 1, 1918.

Meryl Grace Phillips died May 13, 1918, of pneumonia, the day her companions sailed for France. She was a graduate of the Williamsport Hospital, an accomplished nurse, a woman of unusual attainments and possessed a delightful personality.

Nellie Jane Ward died on July 5, 1918 of pneumonia contracted while on duty at Chaumont, France. Because of her attainments and superior qualifications Miss Ward had been assigned to the work at Chaumont. She was a graduate of the Massachusetts General Hospital, long known for the high grade of women prepared in its halls.

Kenneth B. Charlton of Washington, D. C., a member of the enlisted personnel, while home on leave, was stricken with pneumonia and died in the Walter Reed Hospital, Washington, D. C., January 13, 1918.

Kenneth J. Ellis of Philadelphia, an original member of the unit, contracted pneumonia while training, and died in the Pennsylvania Hospital, Philadelphia, March 7, 1918. Both Charlton and Ellis were men of the nobler type, esteemed by all who knew them and popular among their fellows. Their memory will ever be with us.

Summary of Work Done

Aside from the nearly 9,000 patients who passed through operating rooms, wards and convalescent camp, the officers, nurses and men of Base Hospital No. 38 administered to the sick and injured at the bases at Nantes, St. Nazaire, Dijon, Beaune, Langres, Saumur, Paris, Dancourt, Eyreux, Esnes, Souilly, LaTouche, Euverzin, Loney, Chaumont, Toul, in the Argonne and St. Mihiel drives, and after the armistice, with the 3d Army at Prüm, Trier, Mayen, Neuenahr, Ehrenbreitstein, Coblenz and elsewhere—a continuous line of faithful workers extending from the parent institution in Philadelphia across paths of communication, to bases in Europe, to the battle-fields of stricken France and Belgium, and beyond to the remotest outposts of the Army of Occupation along the Rhine, and in the bridge-head area to the most advanced relief station in Germany.

A SKETCH OF THE SERVICE OF HOSPITAL UNIT A

JOHN H. JOYSON, M.D.

Hospital Unit A, the first of the Red Cross units of this type to be authorized by the Red Cross, was organized and equipped by the Presbyterian Hospital of Philadelphia, as its contribution to the sanitary service of the United States Army during the World War. It was felt that a unit of this character was a wise addition to the considerable number of base hospitals already under process of organiza-



A Surgical Dressing Room.

tion at other hospitals in Philadelphia, some of which, especially the Hospital of the University of Pennsylvania and the Pennsylvania Hospital, had drawn heavily on the personnel of the Presbyterian Hospital staff.

The organization of the unit was authorized by the Red Cross, and guaranteed by the board of managers of the hospital early in the spring of 1917. The officers as originally selected were all connected with, or had served as members of the staff of the Presbyterian Hospital, some as visiting physicians and surgeons in the house, others in the same capacity in the dispensary, and the juniors as recent internes. The nurses were all graduates of the training school of the same institution, including the Chief Nurse, Miss Kate Liddle. The enlisted men were from Philadelphia and the vicinity, and were selected by Dr. Henry P. Brown, Jr., one of the original officers of the unit, who was transferred to the 77th Division before the unit was mobilized. The equipment conformed to that prescribed by the Red Cross for this type of organization. While awaiting mobilization, a number of the officers were called to active service, and assigned to the training camps for medical officers at Fort Oglethorpe and Fort Benjamin Harrison. The writer, who was director of the unit, was included in the second class of observers at the War Demonstration Hospital of the Rockefeller Institute in September, 1917, where Dr. Alexis Carrel had started his course of instruction in wound sterilization and treatment to which officers were assigned for a two weeks' course of instruction. This course was a most convincing demonstration of the value of the Carrel method. The clinical and laboratory instruction as given by Dr. Carrel and his associates, some of whom had extended practical experience in the sanitary organizations of the French Army, was carried on with a freshness and enthusiasm that was contagious.

The unit was mobilized at the Presbyterian Hospital on November 6, 1917, and three days later proceeded to Fort Porter, Buffalo, N. Y., for equipment and training, preparatory to service overseas. Three of the officers had been transferred from the training camps to other organizations, or to service with troops, and their places were taken by others assigned by the Surgeon General. The twelve medical officers ordered to Fort Porter included Major John H. Jopson as Commanding Officer, Captain John Speese, Captain Charles A. Fife, Captain Clifford B. Farr, and First Lieutenants Albert G. Mitchell, Ralph W. Walker, Douglas N. Forman, Douglas P. Murphy, George K. Tweddell, Percy D. Moulton, William C. Powell and Walter R. Holmes. Lieutenant Mitchell was Adjutant. There were forty-seven enlisted men.

The twenty-one nurses were assembled at Ellis Island in charge of Miss Kate Liddle, Chief Nurse.

In addition to Hospital Unit A, there were assembled at Fort Porter, Hospital Units F and K, from the Harlem Hospital, New York and Council Bluffs, Iowa, respectively, under the command of Majors Neff and MacRae. The station was under the command of Major T. D. Woodson of the Regular Army Medical Corps.

The units remained in training at Fort Porter until January 10, 1918, when they were ordered to Camp Merritt, New Jersey, and on January 15, 1918, left there for the port of embarkation, Hoboken, N. J., and embarked and sailed the same day on the Cunard Line S. S. *Carpathia*, officially designated in orders as Transport 509. The Nashville, Tenn., Unit S was also on board, under command of Major Barr. There were all told about 2,000 troops on board, nearly 100 officers and 81 nurses. The commanding officer of troops was Colonel Symmonds, of the Cavalry Corps of the United States Army. Two days later stop was made at Halifax, N. S., to join a convoy of seven vessels which was made up there, and which left January 19, 1918, under the escort of U. S. S. *San Diego* and the British converted cruiser *Victorian*.

The commanding officer of Unit A was transport surgeon. After the first three days out the sanitary arrangements were satisfactory, although the presence of so many newly enlisted men necessitated constant vigilance until they could be brought into familiarity with their surroundings. The ship was filled to capacity and there were double tiers of bunks on both lower decks. There were three rooms below decks available as hospitals with accommodations for fifty-eight patients, and the cases of illness developing on board were at once segregated when indicated, and admitted to one or the other of these hospitals according to the nature of the disease. They were fairly well filled during the voyage and the cases of contagion included influenza, measles and mumps, and one case of German measles. Ten men were landed at Halifax, N. S., according to instructions, cases of contagious illness of the above types, and sent to the military hospital. The severe epidemic of influenza, which led to such high mortality and morbidity on the transports, had not as yet appeared, and the cases of this form observed were mostly of a mild type and few in number. There were eighty-nine cases of all types of disease and injury treated in hospital and quarters during the voyage and of these, thirteen were classified as influenza. There were eleven cases of measles and twenty-one of mumps. Twenty-six cases remaining in hospital on arrival at Glasgow on January 30th, were transferred to the hospital at that port. These were mostly cases of mild contagion of the above types. One case of in-

sanity developed during the voyage. The presence of a large number of medical officers on the ship rendered it possible to conduct the inspections, to administer the hospitals, and to run the dispensary, which was at once established, in a thorough and satisfactory manner. Special dispensaries for treatment under specialists were conducted, and the services of oculists, aurists, and surgeons were freely drawn upon at all times. One death occurred during the voyage.

The entire convoy made the trip across safely. No submarines were sighted, and although there was some excitement when a strange ship was sighted, and was pursued and called on to lay to by a shot from one of the cruisers, no enemy was seen. An extreme northern course was followed, and the escort of destroyers was met three days out from land. The convoy then divided, two, including the *Carpathia*, making for Glasgow, the remainder for Liverpool.

The unit landed at Glasgow on January 30, 1918, and proceeded to Winchester Rest Camp where it remained until February 3d, when it embarked at Southampton and landed at Le Havre, France, the following day, February 4, 1918. The same evening the enlisted men, under the command of the Adjutant, Lieutenant Mitchell, were ordered to Base Hospital No. 18 at Bazoilles sur Meuse, which was the John Hopkins Unit, and the following day the remaining officers, eleven in number, were ordered to the casual officers' camp at Blois. It was, perhaps, unfortunate that the original idea of the Red Cross and the Surgeon General's office as to the function of units of this type could not have been better understood and carried out at this time.

These units, while small, were so selected as to be capable of taking over a small hospital, or to reenforce a large one. It was also considered an advantage to secure groups of men accustomed to working in cooperation in civil life. Where an emergency requires the quick induction of a Red Cross unit into active service, there can be little doubt as to the wisdom of such a method of organization. It is quite otherwise when time permits of building up and training a personnel winnowed out after experience in existing military hospitals.

In common with some of the other hospital units arriving in France at this time, Unit A did not function as a united organization after its arrival. The enlisted men were attached to Base Hospital No. 18. This hospital had at this time an abundant supply of its own officers and nurses. Unit A nurses, originally assigned there, were at once sent back to Paris and distributed among Red Cross Hospitals Nos. 1, 2 and 3 in that city. After a few days in Blois, the officers who had been ordered there were sent to various stations, including Tours, Langres and Paris. The history of the unit was thereafter merged with that of the various organizations to which officers and men were ordered. The enlisted men remained at Bazoilles throughout the war, and returned to the United States with Base Hospital No. 18 in February, 1919.

Their first commanding officer was Major George Edwards, and later, when the hospital group was constructed at this place, Colonel Elmer Dean. One of the first hospitals to go overseas, and functioning most of the time as a base, No. 18 was utilized as an evacuation hospital during the Argonne-Meuse offensive, and was at all times one of the most active organizations on the line of communications. The enlisted members of Unit A earned, by their deportment and work, the highest praise from their commanding officers at this hospital, and Major Edwards was always most enthusiastic over their work, and pronounced them as among the

finest he had ever commanded. A number of them, including Atlee, Coleman, Mellor, Teal and Brice, were promoted to sergeants. Teter, who died, and Brewster were corporals.

The writer was on temporary duty at this hospital during February and March of 1918. On April 3d, he proceeded to Evacuation Hospital No. 1 at Sebastopol near Toul, with the first group of observers, six in number, assigned there for instruction in front line surgery. Ordered to assemble a team and remain there, he secured the services of four of his associate officers of Unit A, Captain Speese and Lieutenants Walker, Murphy and Holmes, and of two of the nurses, Miss Addams and Miss Barnsley, and two orderlies of the same unit, Walters and Johnson. His team remained on duty at this place until after the armistice. Captain Speese soon headed a team of his own and went through most of the engagements of the American Army with one or the other of the evacuation hospitals or mobile units, being finally Chief of the Surgical Service in Mobile Hospital No. 8.

Evacuation Hospital No. 1, the first to be formed in the American Army, and the first to take its place in the line, originally behind the First Division in the St. Mihiel sector, was, in the spring and summer of 1918, the chief instruction center of operators in the Army in France. A large number of officers who afterward themselves became the heads of, or members of operating teams, as well as many X-ray and laboratory specialists, were assigned here for observation, usually for a two weeks' period.

The hospital, organized at Fort Riley, was commanded at various times by Major Davis and Colonels Gosman, Hammer and Marrow, the greater part of the time by Colonel Gosman, and was at all times a model of administrative efficiency. The surgery was under the direction of Colonel John H. Gibbon during most of the period of activity, and this hospital was the first to receive systematic evacuations of freshly wounded soldiers from the American Line. The original operating staff at this time (April, 1918) was composed of Pool, Heuer, and McWilliams, and later Vaughan and Jopson and their assistants, while many teams were added for temporary duty before the St. Mihiel Drive, for which this hospital was designated as one of the main ones for the reception of severely wounded. Twenty-six teams were on duty with Evacuation No. 1 and Mobile Hospital No. 3 during the drive in September. Later Percy, Dorrance, Heyd and Hetzel operated for long periods at this station. The surgery was moulded by and modeled after the teachings and practice of the leading French, Belgian and British operators, under whom the first operators here had been trained.

The location of the hospital nine miles behind the line on the Verdun road was a favorable one for the speedy reception of freshly wounded soldiers, and the type of buildings in which it was housed, a French cavalry barracks, was well adapted to the definitive treatment of the wounded. It was not a mobile type of construction, but the necessity of moving did not develop.

In regard to technique and methods of instruction, which latter, it is generally agreed, are better carried out in the technical branches of a military surgeon's education in the field, it suffices to say that the methods of the clinics and hospitals of DePage, Willems, and LeMaistre, in regard to debridement, primary and secondary suture, were taught and practised, as far as the exigencies of the military situation permitted. The sterilization of unclosed and grossly infected wounds

by the Carrel method was at all times employed, and with the most satisfactory results, and to most of the observers was an enlightenment and revelation. The results as tabulated in monthly reports for the Chief Consultant, showed that the results of primary and secondary suture, joint closure, and other radical innovations of the Belgian and French schools, could be duplicated by American surgeons. The Carrel method, at first condemned as a tedious and impracticable measure in front line work, was not only shown to be a life-saving but a time-saving measure. Captain Theodore C. Beebe, in charge of the laboratory, and Captain Lockwood, Director of the X-ray department, were responsible for the training of many officers in these specialties. The fact that almost 50 per cent of the officers of Hospital Unit A served at this hospital renders proper this résumé of its work.

Of the remaining officers, Farr was attached to the Chemical Warfare Service, Fife was at the Attending Surgeon's office in Paris, later attached to Evacuation Hospital No. 1 and finally Chief of the Medical Service at Base Hospital No. 34 at Nantes. Moulton was at the aviation center at Isidun, Forman and Tweddehl were at Tours, and Powell was with the 10th (Ry.) Engineers. Mitchell was Medical Chief at the Red Cross Hospital at Neufchateau, and later with the 19th Machine Gun Battalion (Rainbow Division), during the St. Mihiel and Meuse-Argonne offensives, and with the Army of Occupation. Nearly all received promotion.

The head nurse, Miss Liddle, was Chief Nurse at Base Hospital No. 202 at Orleans in the latter part of 1918 and several of the unit nurses joined her there. Up to that time, in common with the other nurses except those on duty at Evacuation Hospital No. 1, she had enjoyed an active and useful service in the Red Cross hospitals in Paris. One of our nurses, Miss Jeanette Watkins, was decorated with the *Medaille d'Honneur* by the French for notable services during the influenza epidemic.

The unit lost one member by death, Corporal Horace E. Teter, who died at Base Hospital No. 18, in March, 1918, of pneumonia. He was a fine soldier, extremely efficient, and popular with the entire unit.

In conclusion it may not be amiss to point out that a unit of this size could be organized in peace times along the lines which have been found so adaptable for mobile warfare, namely as a mobile hospital. The rapid rise in favor of this type of hospital, the smaller number of officers, the limited equipment as compared with a base hospital, and the ability to utilize it either in civil or military emergencies suggests it as a good type upon which to model a certain number of emergency organizations. The average hospital could build up from its staff a skeleton organization along the lines of a mobile hospital, staffed by young but experienced surgeons, capable of sustaining the severe strain thrown upon them during periods of active fighting, or the occasional emergencies or great disaster in times of peace, and due to natural causes. In fact, the second mobile hospital in the American Army, Mobile Hospital No. 1 (Mobile Hospital No. 39 was the first), was staffed in the main by Hospital Unit A.

RED CROSS GENERAL HOSPITAL No. 1

Previous to the entry of the United States into the war a portion of the Medico-Chirurgical Hospital of Philadelphia had been taken over by the City and condemned to be torn down to make room for the Parkway, the remaining portion

of the buildings having been acquired by the University of Pennsylvania. Upon the declaration of war it was deemed inadvisable to curtail any hospital accommodation then in existence, and the City and University then agreed to allow the buildings to remain intact until the termination of the war, or as long as they might be required for military purposes.

The National Red Cross therefore agreed to take over the entire hospital and maintain it for the Navy under the designation of Red Cross General Hospital No. 1. It was turned over to the Navy on June 21, 1917. Captain Frank Anderson, M. C., U. S. N., was placed in command and shortly afterwards Lieutenant Thomas M. Kelly, M. C., U. S. N. R., was ordered as his assistant. It was the intention of the Navy Department to use what accommodation might be required by the Navy and gradually eliminate the civil patients to make room for those of the Navy.

No change was made in the organization or general administration of the hospital. The professional and nursing staffs continued in their duties as before the transfer, and likewise the same civil employees were retained.

During its occupancy by the Navy the two commissioned naval medical officers above mentioned, together with a pharmacist, were attached to the hospital for purposes of naval administration, and in all about seventy naval hospital corps recruits were sent there from time to time for training and instruction. Fourteen graduate trained nurses, assisted by about thirty undergraduates of the Medico-Chirurgical training school for nurses, performed all the nursing duties of the hospital for both civil and Navy patients.

David Milne, who had for some years been treasurer of the Medico-Chirurgical Hospital, consented to continue in the same office when it became a Red Cross hospital and was appointed by the National Red Cross as its financial representative for the institution.

During the ten months of its existence as a Red Cross hospital, about 450 naval patients were under treatment, the average at any one time being about fifty. The great majority of these patients were such cases as occur in the ordinary service of peace times; only a few had seen service on the other side in the war area. As the full capacity of the hospital was not required by the Navy, it was possible to continue the admission of civil patients. Emergency and accident cases especially were accepted and in this way valuable service was rendered to the civil population of the neighborhood as well as to the Navy.

With the increasing accommodation afforded by the regular naval hospitals of the Philadelphia Station, the necessity for maintaining this Red Cross hospital no longer existed, and, therefore, on May 1, 1918, all naval patients were withdrawn and its use by the Navy was discontinued.

The most willing and conscientious professional attention was at all times rendered to the patients by the medical and surgical staff of the hospital, and it was to their regret that a greater demand could not have been made upon their time and services.

Apart from the strictly professional work much was done for the comfort and entertainment of the men by the social service committee of the hospital. Extra clothing was liberally provided, a recreation room was fitted up for use by convalescents, a piano and phonograph contributed, and diversion furnished by theatre parties and automobile tours.

PHILADELPHIA ARSENALS



THE two arsenals in the city, the Frankford Arsenal and the Schuylkill Arsenal, were old established government works when the World War broke out.

With very little delay the personnel was increased, new buildings erected and—new problems solved.

Some interesting developments occurred. For example, before the War the optical departments of the Frankford Arsenal purchased its finest glass from Germany. When the supply there was cut off, the necessary material was secured from France. Finally, when the marine warfare made it difficult to get the glass with any degree of satisfaction, it was found that it was quite possible to get an equally high grade glass at Pittsburgh, Penn.

THE FRANKFORD ARSENAL

By L. W. BOODY

The Frankford Arsenal Reservation, located in the northeastern section of Philadelphia, comprises an area of 91.5 acres, and is a portion of a tract of land which was transferred by patent from John, Thomas and Richard Penn, proprietaries, to Andrew Hamilton on May 19, 1742.

The territory on which the arsenal reservation is now situated was sold and resold at various dates until the United States Government made an original purchase of some twenty acres thirty-four perches in 1816. A final purchase of twenty-three and a fraction acres was made in March, 1917.

That portion of the present arsenal reservation which was first acquired by the United States Government as above described is located on the Bridge Street side of the grounds and extends from the Frankford Creek along Bridge Street to Tacony Street.

Arrowheads and other Indian relics have been found in the vicinity of the mouth of the Frankford Creek, showing that Indians had a camp there. They lived there as late as 1755 and inspired such names as Tacony, Wissinoming, Tacawana, Wingohocking, etc.

The Frankford Arsenal was established under the general authority providing depots to be established in various parts of the country as contained in Section 9 of the Act of Congress February 8, 1815, viz.: "That to insure system and uniformity in the different public armories, they are hereby placed under the direction of the Ordnance Department; and the colonel of the Ordnance Department, under the direction of the secretary for the Department of War, is hereby authorized to establish depots of arms, ammunition, and ordnance stores in such parts of the United States and in such number as may be deemed necessary."

The first commanding officer of the arsenal was Captain Joseph H. Rees, Ordnance Department, who took command in 1816. Since that time it has been under command of officers of the Ordnance Department.

An interesting event associated with its early history was a visit by General Lafayette, described as follows:

"On the 26th of September, 1824, the 1st City Troop left the town (Philadelphia) and at Holmesburg it was joined by the 2d City Troop and the 1st and 3d County Troops; the whole squadron being under command of Captain J. R. C. Smith, of the 1st City Troop.

"The next day at Morrisville, where the governor had delivered an eloquent address of welcome to Lafayette, they were joined by the 2d County Troop and the Bucks County Troop. They met and escorted General Lafayette and Governor Schultze to Frankford, where they slept for the night at the United States Arsenal. The people of Frankford were very much disappointed at the escort arriving when it was yet too light for illumination and still too dark to give a favorable view of the procession.

"Lafayette visited the village the next morning and was received by Isaac Worrel, town clerk, who made a speech of welcome in behalf of the borough authorities."

When the arsenal was first established it was in the town of Whitehall, which was subsequently merged into the borough of Frankford and in 1850 the whole incorporated in the city of Philadelphia.

From 1816 to the war with Mexico, the work that was done at this arsenal consisted chiefly in the repair of artillery and infantry equipments, and the manufacture of various component parts of ammunition and ordnance articles.

During this period the arsenal was also used as a place of receipt, storage and distribution.

The work at the arsenal seems to have gone smoothly along during the first thirty years of its existence, except for a short time in May, 1811, when it was suspended on account of a riot in the city of Philadelphia.

During the War of the Rebellion the operations assumed formidable proportions, the plant and working force being correspondingly increased.

From 1866 to the Spanish-American War the work was confined to the manufacture of the service ammunition.

By 1894 the importance of the arsenal as a place of storage was greatly reduced, there being only a few articles stored here, such as rifles, carbines, light cavalry sabers, non-commissioned officers' swords, horse artillery swords, field guns and caissons, gatling guns, nitre, etc. The capacity of the small arms ammunition plant at that time was about 75,000 rounds per day.

The output of all the Frankford Arsenal departments was greatly increased during the Spanish-American War, all working at least two shifts.

The history of the arsenal from about 1894 to 1912 may be briefly divided into three classes of work, namely, the manufacture of small arms ammunition, artillery ammunition, and instruments for fire control.

SMALL ARMS AMMUNITION DEPARTMENT

Prior to the entrance of the United States into the war, the only government operated plant in the United States engaged in the manufacture of small arms ammunition was located at Frankford Arsenal. For several years the manufacturers of sporting ammunition were given contracts each year by the government for a small amount of .30 caliber ball cartridges, so that they might be trained in the



International.

Shop in which Shells were made.

manufacture of military ammunition. The placing and inspection of these contracts was under the supervision of the commanding officer, Frankford Arsenal.

After the European War broke out, the capacity of private manufacturers for production of military ammunition was greatly increased, due to the fact that large orders were received from the Allies. As these contracts were practically completed when the United States entered the war, it was made possible for these companies to contract with our own government for large quantities of military ammunition. The first contracts were let by the Frankford Arsenal, and this arsenal was responsible for the organization of the inspection personnel, and equipment at their plants.

Major John E. Munroe was appointed inspector of small arms ammunition. Major Munroe at that time was also the officer in charge of the Small Arms Ammunition Department at this arsenal. As it was inadvisable to cripple the private manufacturers by commissioning officers from their personnel, commissions were given to technically trained men, and over fifty reserve officers and a large number of civilians were instructed, in the Small Arms Ammunition Department at this arsenal, in the manufacture and inspection of military ammunition. The product of the Frankford Arsenal was also used as standard, and blueprints, specifications, gauges, samples and information were furnished to private companies, without which it would have been practically impossible for them to obtain an early production of large quantities of the desired ammunition. The instructions included the study of operations on .30 and .45 caliber cartridges, ballistic tests and proof house equipment, nomenclature, operations, repair and care of rifles, pistols, revolvers and machine guns, and army correspondence, personnel and property.

About the middle of October, 1917, the office of the inspector of small arms ammunition was moved to Washington, and Major Munroe was transferred to Washington as chief inspector. The inspection of small arms ammunition at this arsenal was then placed under the supervision of Captain H. S. McIlvain, who had charge of inspection until the 1st of June, when Captain Albrecht, Army Inspector of Ordnance, representing the Inspection Division, was stationed at Frankford Arsenal, with Captain Wilkins as his assistant. They had charge of the production and inspection of small arms ammunition until November 1, 1918, when it was found advisable to return the production and inspection to the officer in charge of the Small Arms Ammunition Department, Major Wm. B. Doe. There were frequent revisions of specifications for the manufacture of such ammunition during the war, either to insure better quality or to increase production.

Exhaustive tests were conducted at the Springfield Armory of ammunition manufactured by the Frankford Arsenal, National Brass & Copper Tube Co., U. S. Cartridge Co., Winchester Repeating Arms Co., Western Cartridge Co., Remington Arms U. M. C. Co., and Peters Cartridge Co. The result of these tests proved that Frankford Arsenal ammunition was superior to all other ammunition. It was therefore decided by the Ordnance Department that Frankford Arsenal should manufacture the special aircraft ammunition (the .30 caliber aircraft service, tracer, incendiary and armor piercing) required for machine guns for army and navy airplanes. It was vital that this ammunition should be more perfect, if possible, than any ammunition heretofore manufactured, as failures of the cartridges might cause the loss of the aviator's life or an airplane, and give military advantage to the enemy. During the year 1918 the quality of the ammunition manufactured by the Small Arms Ammunition Department at this arsenal was unsurpassed by any other



International.

Finishing Shells.

manufacturer, and reports brought back from France bear this out. Andrew Hallowell, of the Small Arms Department, spent several months in France and England visiting various testing stations, airdromes and factories, and he frequently asked aviators and other users of ammunition what ammunition they preferred, and the reply was, "Frankford Arsenal."

There follows a tabulation showing production of small arms ammunition throughout the United States during the war, these records being taken from the reports of the Inspection Division, Ordnance Department, Washington, D. C.

	Total Accepted	
	Up to	Up to
	Jan. 1, 1918	Nov. 11, 1918
All types small arms.....	351,117,928	3,349,930,200
.30 caliber ball cartridges (all classes).....	251,105,600	2,492,902,900
.45 caliber pistol ball.....	36,010,784	308,426,200
Aircraft .30 caliber service.....		29,725,800
.30 caliber tracer.....		25,249,500
.30 caliber incendiary.....		13,759,500
.30 caliber armor piercing.....		4,370,400
.30 caliber ball cartridges (all classes).....	15,543,800	44,987,400
.45 caliber pistol ball.....	3,600,000	26,400,000

The following figures give the production of small arms ammunition at Frankford Arsenal during the war:

	Total Accepted from 4-1-17	
	Up to	Up to
	Jan. 1, 1918	Dec. 1, 1918
.30 caliber ball cartridges (all classes).....	90,174,820	173,637,908
.45 caliber pistol ball.....	5,618,230	13,392,670
Aircraft .30 caliber.....		
Tracer.....	9,500	22,971,860
Incendiary.....		15,943,829
Armor piercing.....	365,860	5,707,501
Total.....	96,168,410	231,753,768

The total production of the Small Arms Ammunition Department from January, 1917, to November, 1918, inclusive, was 231,753,768 cartridges of all types. In addition to this amount, the Small Arms Ammunition Department produced a large number of miscellaneous items and components, such as 20-grain and 110-grain primers, primer bodies, powder bags, .30 and .45 caliber primers, .30 caliber cartridge clips, bandoleers, gas checks, pressure cylinders, tracer gilding metal cups, serrated and base slugs for incendiary cartridges, and so forth.

The production during the Spanish War was 37,000,000 cartridges, and it will therefore be noted that during the World War the production of the Small Arms Department was approximately six times as great. The maximum production was obtained the last few months of the war, and the highest total production for two consecutive months was for August and September of 1918, with an average per month of 13,223,450 cartridges. It is thought that this rate of production would



International.
Girl munition workers at Frankford Arsenal.

have been increased in October and November, except for the severe influenza epidemic which was prevalent in Philadelphia during October and production was consequently reduced 1,000,000 rounds. The average monthly production for 1918 was 12,325,000 rounds, as compared with the average monthly production of 10,685,000 rounds in 1917, for the nine months after this country declared war. In March and April, 1918, production fell off due to the change from the manufacture of special aircraft ammunition (tracer, incendiary and armor piercing), which change necessitated new and additional operations; the training of new employees; and the development of these types of ammunition on a manufacturing basis.

Three new frame buildings and some additional equipment were available for

the loading of the special bullets with the tracer mixture, phosphorus and other components required for aircraft ammunition, but no new equipment and buildings were available for the manufacture of the cartridge case, which was the same as the cartridge case used in the regular service ammunition, with the exception that the primer had to be crimped into the case. As no machinery was available for this crimping operation, it was necessary to take half of the venting and sizing machines and tool them, thereby handicapping the production of cases for several months until crimping machines were received.

The manufacture of tracer bullets on a production basis was started in February, 1918, in two of the frame buildings and a third building was available for the manufacture of incendiary bullets in June, 1918.

During the entire period of the war there were many difficulties and obstacles encountered in increasing production, such as scarcity of labor, both skilled and unskilled, delay in obtaining necessary machinery, tools, equipment and buildings, frequent orders from Washington which changed the types of ammunition to be given preference in manufacturing, and the change to the special aircraft ammunition.

The Ordnance Department placed several contracts with outside manufacturers for the production of special aircraft ammunition, but as these manufacturers were unable to satisfactorily furnish the quality and quantity of ammunition required, it was necessary to rely almost entirely upon this arsenal to produce this very important ammunition. In spite of the above mentioned difficulties, the Small Arms Department produced not only the amount which it had originally promised, but also the additional amount required due to the failure of outside sources.

The Small Arms Department started a second or night shift on December 1,

1917, and on March 26, 1917, both shifts were changed from an eight hour to a ten hour basis. For several months the second or night shift worked four hours on Saturday afternoon, but on February 9, 1918, the Saturday afternoon work was discontinued.

The total number of employees in the Small Arms Department at the start of the war in April, 1917, was 1,101, and in November, 1918, when the armistice was signed, there were 2,654 employees. When it is taken into consideration that the manufacture of military ammunition requires trained employees, the magnitude of the task of training the new employees is appreciated. That it was possible to train these new employees quickly and correctly was due to the loyalty and interest of the old employees in the Small Arms Department. During

the war the morale of the employees was of the highest order; they always had for their motto: "More and better ammunition."

As the war progressed, operations which had previously been performed by men were performed by female operators, thereby releasing all available men for the Army. It was the policy of the Small Arms Department to ask exemption only for those male employees who, because of the nature of their work, could not be spared.

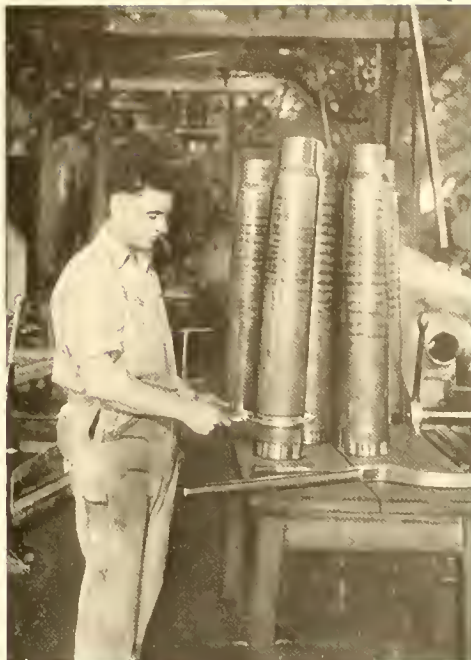
Edward L. Uhl was the civilian head of the Small Arms Department from March 26, 1917, to October 15, 1917, when he was succeeded by H. B. Vandegrift of the Small Arms Department.

A. H. Hallowell was the civilian head of the night shift for several months. He was transferred to the day shift as assistant to Mr. Vandegrift and was sent to France in August for three months as the arsenal representative of the manufacturers' association. Mr. Hallowell visited various arsenals and ammunition factories in France and England, and also visited testing stations and airdromes.

W. Rowley succeeded Mr. Hallowell as civilian head of the night shift.

The following foremen were in charge of the small arms shops during the war:

DAY SHIFT		NIGHT SHIFT
G. P. Kappler.....	Box, gauging and packing.....	C. H. Gibbs
J. Matthews.....	Loading—bullet assemble.....	J. Costello
M. F. Cleary.....	Case shop.....	J. Wilhelm
Thomas Hess.....	Draw press shop.....	Harry Penn
Wm. Ashworth.....	Blanking and cupping shop.....	Harry Penn
W. C. Smith.....	Tool and machine.....	C. Robinson



International.

Gauging 4-inch cases before packing.

Chas. McCann	Sorting shop	
J. G. Schneering	Proof house	C. F. Hogue
H. F. Schwind	Tracer shop	S. Carliss
C. Partridge	Incendiary shop	R. S. Wolford

Lieutenant Colonel Lionel D. Van Aken (then major) succeeded Colonel Munroe in October, 1917, and was in charge of the Small Arms Department until April, 1918, at which time Colonel Van Aken was transferred to the production division for duty.

Major W. B. Doe (then captain) succeeded Colonel Van Aken in April, 1918.

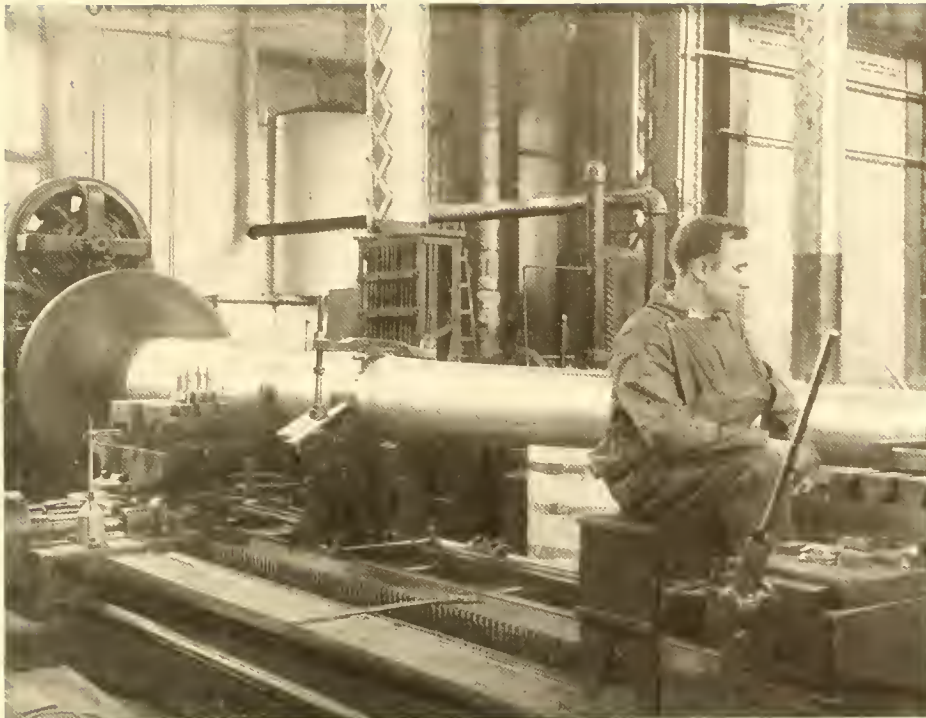
The following officers were assigned to duty in the Small Arms Department: Capt. R. Fenton Fisher, Capt. Thomas L. Page, Capt. Julius M. Lonn, Capt. Seymour P. Houghton, Capt. Dwight F. Morss, Capt. Harold S. Wilkins, 1st Lieut. E. P. Harris, 1st Lieut. Nicholas V. S. Mumford, 2d Lieut. Lee H. Williams.

The following officers were assigned to duty in the Small Arms Department for a few months: Major Julian S. Gravely, Major S. A. Sten Hammar, Capt. H. S. Mellvain, Capt. John H. Buckley, Capt. Joseph F. Sees, Capt. H. B. Allen, 1st Lieut. Alvin R. Whitlock.

ARTILLERY AMMUNITION DEPARTMENT

The entrance of the United States into the European War in April, 1917, found the organization in the Artillery Ammunition Department greatly depleted of experienced shop superintendents and foremen, as the flood of ordnance work which came to this country at the outbreak of the war in 1914 caused commercial manufacturers throughout the country, who undertook this work without any previous experience, to search for men acquainted with this type of work. These commercial establishments paid, in many instances, more money than such employees were receiving at this arsenal. The result was that the Artillery Ammunition Department lost practically all of its experienced men, especially those engaged here for any length of time in an executive capacity. Immediately after war was declared steps were taken to have a suitable tool and gauge design department established at this arsenal.

In the late spring of 1918 the new addition to the fuze shop was completed, and many machines from the old fuze shop were moved and relocated in the new fuze shop, the old fuze shop having been too crowded with machines for satisfactory operation. Production of combination time fuzes for the months of April, May, June, July, August and September of 1917 amounted to 81,000 fuzes. On or about September 8, 1917, there was a serious explosion of the dryhouses and powder blending houses, together with a large quantity of primers and various other components necessary for the manufacture of fuzes and complete rounds of artillery ammunition, and this seriously affected the production of fuzes during the months of October and November and December of 1917 and January of 1918, when production was cut down to 26,000 combination time fuzes for the four months. However, during that period arrangements were made with the DuPont Company to load and dry primers and detonators, and with the Artillery Fuze Company to load time train rings. This permitted the resumption of the assembly of fuzes in February, 1918. Production from then on to the first of November, 1918, was 155,000. In October of 1918, the last month of the war, production



International.

Working on the larger guns.

reached a total of 35,000 for the month. During this period, in conjunction with the manufacture of combination time fuzes, there was also carried on the manufacture of base detonating fuzes and miscellaneous primers.

In connection with the Artillery Department short sketches might be given of the shrapnel shop, case shop, forge shop, primer shop, assembling shop, and so forth, the same as has been given relative to the fuze shop, but owing to the desire to condense this article as much as possible this will be omitted.

It is thought it may be interesting, however, to the reader to know that loaded artillery ammunition was produced at this arsenal at the rate of 100,000 rounds per month at one time during the war.

The Artillery Department was very ably handled by Major Joseph H. Pelot, the officer in charge.

INSTRUMENT DEPARTMENT

The Instrument Department was from the beginning of the war until May 13, 1918, under the supervision of Lieutenant Colonel Harry K. Rutherford. On that date he was relieved from duty in the Instrument Department and assigned as officer in charge of production and the management of the Instrument Department was placed under the control of Captain W. C. Hamilton.

The articles manufactured by the Instrument Department, Frankford Arsenal, are panoramic sights, quadrants, telescopic sights, drill cartridges, plotting boards, range finders, gun sights, fuze setters, telescopes, tools, fixtures, etc. Repairs to various instruments sent in from the service are also made.

STOCK DEPARTMENT

At the beginning of the war Major Bricker was in charge of the Stock Department, and his force was increased somewhat to take care of the increased amount of material delivered. James Gill was in charge of the Receiving and Stock-keeping departments, and Peter Sullivan was the Chief Stock Clerk.

Major Bricker was relieved in June and Major G. B. McClellan, formerly Mayor of New York City, took charge. Major McClellan was soon relieved by Captain W. W. Newcomb, who took up his duties in the Stock Department in July. In February Captain Newcomb was relieved and Captain J. A. Stone assigned to take charge of this department.

ADMINISTRATIVE DEPARTMENT

The Administrative Department of the arsenal during the period of the war may be briefly described as follows:

Colonel George Montgomery was Commanding Officer of the arsenal until March of 1918, when he was relieved, and Colonel Samuel Hof was detailed as Commanding Officer. Major Bricker (now colonel) was the officer in charge of Administration Division at the beginning of hostilities. He was superseded by Major G. B. McClellan, who served in that capacity but a short time, when he was superseded by Lieutenant Colonel P. J. O'Shaughnessy. L. W. Boody served as Chief Clerk of the arsenal throughout the period of the war.

At the beginning of hostilities a certain number of reserve officers, upon their appointment in the Ordnance Department, were sent to the Frankford Arsenal for instruction in War Department and Ordnance Department regulations, administrative methods, property accountability, etc. Lewis W. Boody, Chief Clerk of the arsenal, was first assigned as instructor and performed such duty for some time, or until the appointment of Captain (now Lieutenant Colonel) W. E. Bowley.

The disbursing office of the arsenal during the months from April, 1917, to November, 1918, inclusive, expended—for material and labor—\$40,463,463.61.

In regard to the personnel of the arsenal, from a general point of view, it is thought that the most interesting development is the extent to which women were utilized to fill positions formerly occupied by men. On March 1, 1917, just before the expansion which occurred, and when it was clear that war was imminent, there were employed at Frankford Arsenal 3,238 employees—2,372 men and 866 women; the men constituted 73 per cent of the total and the women 27 per cent. On November 1, 1918, when the activities of the arsenal were almost at the highest point, there were 6,171 employees, not including the 100 inspectors then under the jurisdiction of the Philadelphia District Ordnance Office. Of these 6,171 there were 3,781 men and 2,390 women; the men at this time constituting only 61 per cent of the total and the women 39 per cent.

The labor situation at this arsenal was not as bad as at other places, due to the large number of old and steady employees who acted as an example to the newer ones, and there was a very small turn-over, so far as labor was concerned. For the last six months of the war the turn-over was not more than 8 per cent per month.

WORK AT SCHUYLKILL ARSENAL.

BY CLARENCE M. RUSK
Executive Assistant, Q. M. C.

By Act of Congress April 2, 1794, it was directed that "three or four Arsenals with magazines shall be established in such places as would best accommodate the military forces of the United States." The present site of the Schuylkill Arsenal was purchased soon thereafter, and the foundation stone was laid in the year 1800. In 1802, it was reported to Congress that the cost of the buildings at "the laboratory," or barracks, as the buildings were called, was up to that time (they being unfinished) \$152,608.02. The buildings were finished in 1806. There were four large storehouses of brick set at some distances apart, three stories high, and forming a hollow square. There were also on the premises several other buildings, including a brick house for the residence of the Commanding Officer, a powder magazine, and other smaller constructions. The Grays Ferry Road buildings were in use for storage as early as 1806.

For more than one hundred years this establishment has been used as a place of manufacture for supplies for the Army, in which nearly everything connected with the comfort of the soldier, his uniform, bedding, blankets, tentage, were prepared and stored. Coats, trousers, breeches, overcoats, stockings, shoes, gloves, caps and hats, etc., have been manufactured here in immense quantities or purchased from contractors, and inspected and stored in the warehouses.

A writer of the early 80's says of the Arsenal:

"For many years the Schuylkill Arsenal was a great workshop, at which cloth and other material for clothing, etc., were cut and made up on the premises or delivered to tailors and tailoresses outside, who made them up and delivered them. Frequently from 700 to 1,200 women were employed at this work, and from 100 to 150 men. During the Rebellion the disbursements at this depot were from \$20,000,000 to \$35,000,000 a year. The amount of property in storage is frequently very large and valuable. The area of the ground is eight acres."

Thus, the Schuylkill Arsenal continued its work along general lines. It was used as a supply base during the Spanish-American War, and with the entrance of America into the World War was developed to its present size.

In 1917 the Schuylkill Arsenal, located at 2620 Grays Ferry Road, comprised twenty-two buildings, with a gross floor capacity of 1,265,175 square feet.

The twenty-one buildings of the Schuylkill Arsenal at the present writing



Courtesy of Frank W. Buhler, Stanley Co. of America.

Main Entrance.



Courtesy Day & Zimmermann, Inc., Engineers.

Airplane View, U. S. Army Supply Base, Greenwich Point.

(1920) are occupied by the Salvage Division of the Army, the Factory Operating Division and the Finance and Transportation Services.

The expansion of the Schuylkill Arsenal activities under a Depot Quartermaster during the World War included the General Quartermaster Interior Depot, 21st Street and Oregon Avenue, leased from the Girard Estate, comprising 60.7 acres. The work there started in February, 1918, and the first stores were moved in about May, 1918.

When completed the buildings numbered thirty-two. The five main warehouses had a total of 912,000 square feet of storage space.

Under the supervision of the zone supply officer, the following warehouses, etc., were included in this zone:

Pittsburgh Storage Warehouses, 10th and Butler streets, Pittsburgh, Pa.

Ford Building, Broad Street and Lehigh Avenue, on lease the third, fourth, fifth, sixth, seventh and eighth floors, comprising 38,300 square feet per floor. Used for reserve storage supplies, equipment, subsistence, etc.

Reed Street Factory, 26th and Reed streets, on lease, a five-story and basement fireproof building was entirely used for manufacturing, inspection, baling, offices, etc.

Commercial Museum, 34th and Spruce streets, leased at \$1 per year, one story high, but equivalent in storage space to a three-story building.

Port Storage. Pier No. 78, south wharves, was not used until after the armistice. Nearby were four warehouses with a total area of 271,000 square feet.

Pier 38, comprising 194,698 square feet, leased during the war. Pier No. 57 was also used in the beginning and there was some loading at Greenwich Point.

In February, 1918, Pittsburgh was made an independent depot and in June, 1918, again transferred to the jurisdiction of Philadelphia General Supply Depot.

NEW CONSTRUCTION

At the Schuylkill Arsenal, the following improvements to meet war-time work were made. A new garage was built at a cost of \$13,132. A new elevator was installed in No. 3 Building at an approximate cost of \$7,300. Two new fast freight elevators in special new brick towers were installed at a cost of \$33,304, one in each end of Building No. 10. A new three-story temporary office building was erected at a total cost of approximately \$40,571.

Previous to the outbreak of the World War, the organization of the Depot Quartermaster at the Schuylkill Arsenal was as follows:

Administrative Division—Mail and Record Branch; Personnel and Miscellaneous Branch.

Finance and Accounting Division—Finance Branch; Accounting Branch.

Supplies Division—Supplies Branch; Purchasing Branch; Transportation Branch; Manufacturing Branch (only depot to have this).

At the beginning of the war the Arsenal was in charge of Colonel M. Gray Zalinske, who was succeeded in turn by Benedict M. Holden, a civilian, in April, 1918, Colonel Edmond R. Tompkins, Q. M. C., in November, 1918, and Colonel J. M. Houston, Q. M. C., in July, 1919.

The organization as perfected by C. M. Rusk, Executive Assistant, who was in charge of Administration August 1, 1913, was as follows and indicates the stupendous task and intricate detail of quartermaster operations:

QUARTERMASTER CORPS, U. S. A.

PHILADELPHIA DEPOT.

INDEX

Depot Quartermaster—Executive Secretary—Executive Officer

DIVISION	BRANCH	SECTION
Administrative	Administrative	Personnel, Publication, Time and Payroll, Operating Cost, Office Service,
	Control	.....
	Communications	Post Office, Central Filing, Messenger Service,
	Publishing	Printing, Contract Printing,
	Office Service	Stenographic
	Cemeterial	.....
Personnel	Administrative	Personnel, Publications, Time and Payroll, Operating Cost, Office Service,
	Commissioned	.....
	Enlisted	.....
	Civilian	.....
	Departmental	.....
Methods Control	Administrative	Personnel, Publication, Time and Payroll, Operating Cost, Office Service,
	Investigations	.....
	Statistical	.....
	Audits	.....
Procurements	Administrative	Personnel, Publications, Time and Payroll, Operating Cost, Office Service,
	Purchase	Contractors' Service, Industrial Informa- tion, Contract Preparation, Advertising,

Procurements...	Raw Materials.....	Production Records, Coal, Cotton, Minerals and Metals, Leather and Rubber, Miscellaneous.
	Manufacturing Materials.	Contract Analysis, Production Records, Raw Material Requirements, Stock Maintenance Distribution.
	Manufactured Products.....	
	Inspection.....	Inspection, Laboratory.
Stores.	Administrative.....	Personnel, Publication, Time and Payroll, Operating Cost, Office Service.
	Order Entering and Registering	Stock Maintenance
	Order Service.....	Inventory, Domestic, Foreign.
	Warehouse.....	Receiving, Placement, Packing, Shipping.
	Labor	
	Property.....	Property Accounts, Audits, Depot Invoicing.
	Sales and Issues.....	Office Supply and Equipment.
Conservation and Reclamation..	Administrative	Personnel, Publication, Time and Payroll, Operating Cost, Office Service.
	Receiving and Sorting	
	Salvage.....	
	Clothing Repair	
	Hat Repair.....	
	Shoe Repair.....	
	Laundries and Dry Cleaning.....	
	Tents, Tentage, Cots, etc.	
	Warehouse.....	
Finance and Accounts	Administrative	Personnel, Publication, Time and Payroll, Operating Cost, Office Service.
	Apportionments and Money Accounts.	Apportionments, and Money Accounts, Cost Accounting.
	Cash	Cash and Sales, Payroll Audit.
	Voucher.....	Vendors' Invoice, Vouchers Audit, Expense Account, Miscellaneous Service.
Plant Service.	Administrative	Personnel, Publication, Time and Payroll, Operating Cost, Office Service.
	Building Design	
	Construction and Repair....	
	Permanent Equipment	
	Power, Heat and Light	
	Plant Supplies.....	
	Plant Equipment	
Plant Protection	Administrative.....	Personnel, Publication, Time and Payroll, Operating Cost, Office Service.
	Fire Protection	
	Depot Watch.....	
	Quartermaster Detachment	
	Safety Engineering	
	Plant Inspection	
	Medical.....	Dispensary.
	Policing.....	Janitors.

Transportation.	Administrative	Personnel, Publication, Time and Payroll, Operating Cost, Office Service.
	Inbound Freight.	Inward B/L.
	Outbound Freight	Outward B/L.
	Transportation Order.	Depot Service, Contractors' Service.
	Motor Transport	Motor Service, Procurement, Maintenance.
Depot Manufacturing	Administrative	Personnel, Publication, Time and Payroll, Operating Cost, Office Services.
	Operating	

CORRESPONDENCE SCHOOL. QUARTERMASTER OFFICERS' RESERVE CORPS

The Correspondence School for Reserve Officers of the Quartermaster Corps was established by authority of the Secretary of War and began operations at Philadelphia on April 1, 1917. This division of the Quartermaster Corps School was organized for the purpose of instructing persons holding commissions in the Quartermaster section of the Officers' Reserve Corps, both on active and inactive list.

Instruction was imparted by mail. The students were given certain assignments for study and professional reading. Examinations or problems on the subject studied were then sent to the student officers, who answered the questions and returned all papers to the School. The instructors at the School corrected the student's paper, making such pertinent remarks thereon as called for. The papers were then graded and returned to the student, together with an approved solution made up by the instructors. As soon as the student turned in a set of papers he was given the next series. A record was kept of the percentage attained by each student. All quartermaster reserve officers were encouraged to avail themselves of this course and about 75 per cent did so.

MAIL, TELEGRAMS AND MESSENGER SERVICE

During the war period 4,000 pieces of mail were received daily and upwards of 6,000 pieces were sent from the arsenal. As speed was a matter of the greatest importance the telegraph service was also heavily used.

A messenger service which made possible direct communication with all departments was early installed. From a central point four branch stations were established, each branch having a separate service to all sections; at one time there were twelve branches.

TRANSPORTATION FACILITIES WITHIN THE DEPOT

Thirty-nine small electric tractors were used to haul the 317 four-wheel trailers and two Troy trailers. Three light Dodge trucks and two light Dodge busses, twelve touring cars, thirty cargo trucks, and one electric truck were also included in the equipment and were daily called upon for heavy service.

PRINTING PLANT

Previous to 1916 the annual expenditures for depot printing, exclusive of multigraph, mimeograph and similar duplicating devices, did not exceed \$1,000. Upon the mobilization of troops to patrol the Mexican border, local requirements for this class of work increased approximately 300 per cent. A job press was thereupon installed, the saving by which reimbursed the department for its cost

in the first year of operation. Later, the facilities of a printing plant were included; large automatic feeder presses and accessories were installed, and resulted in a saving of 50 per cent on what the printing bills otherwise would have been.

ZONE STORAGE OPERATIONS

GROWTH AND EXPANSION OF THE SUPPLIES DIVISION

April 6, 1917, at the beginning of the war with Germany, the Supplies Division was one of the three main divisions, comprising the Philadelphia Depot of the Quartermaster Corps, with approximately ninety-six monthly employees and 296 per diem employees. This number included the Manufacturing Branch, of whom forty-five were employed in the office.

The following branches comprised the Supplies Division: Administrative, Requisition, Stock Maintenance, Property, Invoicing, Transportation, and Manufacturing. The Supplies Division also attended to the duties of receiving, shipping and warehousing all supplies, making sales to officers and the militia and the supervision of laborers, carpenters, painters and watchmen. By the 30th of April the depot had increased its personnel as follows: Factory, 1,381; labor, 212; clerks and inspectors, mechanics, etc., 606; a total of 2,199.

PHILADELPHIA THE MAIN CLOTHING SUPPLY DEPOT

Previous to 1917, the Philadelphia Depot was known as the main clothing depot for the supply of the Army, including the furnishing of chevrons and ornaments, flags, colors, guidons and equipage to all posts and recruiting stations, and to the Eastern Department. It was also the source of supply for tableware and kitchen utensils for all posts in the Northeastern, Eastern, Southern and Central Departments, excepting posts in Kansas, Nebraska, Colorado, Wyoming, North and South Dakota and Missouri.

In addition to the above equipment, the Philadelphia Depot also supplied all band instruments and band instrument supplies to the entire Army.

All requisitions for clothing and equipage supplies were forwarded direct to the Philadelphia Depot, and the distribution was effected entirely from this city.

The three Disciplinary Barracks, located at Fort Jay, New York, Fort Leavenworth, Kansas, and Alcatraz Island, Cal., also depended on Philadelphia Depot for supply of such prisoners' clothing as was not manufactured at the prisons, Fort Jay forwarding their requisitions through the Eastern Department; Fort Leavenworth, being independent, through the Q. M. G. O.; and Alcatraz Island, through the San Francisco Depot.

Being an independent station, directly under the supervision of the Quartermaster General, numerous requisitions for the replenishing of stocks of clothing and equipage at New York, St. Louis, Fort Sam Houston and San Francisco were forwarded to the Philadelphia Depot from time to time.

Stocks of supplies at the Philadelphia Depot had been considerably drawn upon, due to the mobilization on the Mexican border in June, 1916, and practically the entire stock of the Field Supply Depot No. 1 was depleted by the spring of 1917.

In April, 1917, after the declaration of war the number of requisitions received averaged about 120 daily and increased until the requisitions numbered 150 daily, each containing increased quantities of supplies.

STORAGE CAPACITY—SCHUYLKILL ARSENAL

In April, 1917, the storage capacity of the Philadelphia Depot consisted of 3,017,966 cubic feet, scattered over eight buildings:

NUMBER OF SHOPS, STOREHOUSES, QUARTERS AND OTHER PUBLIC BUILDINGS ON THE GROUNDS APRIL 1, 1917, AND THEIR USE

SHOPS

5-A	Building	Manufacturers of clothing and sponging plant
2	Building	Manufacturers of flags and tentage
11-A	Shed	Carpenter and box shop
9		Tin and paint shops
1		Basement, cooperage repairs
21		Blacksmith shop

STOREHOUSES

5-A	Building—Basement and second floor	Storage of materials
2	Building—Basement	Storage of equipage
1	Building	General storehouse
3	Building—Basement	General storehouse
	First floor	Dispensary and general storehouse
	Second floor	Storehouse
	Third floor	General storehouse
4	Building	Storehouse and inspections
5	Building	General storehouse
10	Building	General storehouse
12	Building	General storehouse
6	Building—Basement	General storehouse
	First floor	Inspections, laboratory
	Second floor	Museum
8	Building—(old magazine)	Stable and general storehouses

QUARTERS

No. 1 ³ ₄ -A	Officers quarters
No. 2 -A	Officers quarters

OTHER BUILDINGS

7	Boiler House
14	Oil House
15	Scale Shed
16	Main Office
17	Gate House

With the acquisition of the Inland and Pier 78 warehouses, and other points, the carload storage capacity increased tenfold, until approximately 30,000,000 cubic feet were available for storage purposes.

Some idea of the magnitude of the work may be had from the figures showing the yardage received and issued or stored.

	1917	1918
Melton O. D., 16 and 20 ounces	7,216,501	12,893,669
Melton O. D., 30 and 32 ounces	1,477,013	5,232,913
Shirting flannel	6,716,316	11,963,191
Cloth cotton O. D.	19,454,430	15,265,657
Duck, khaki, 12.4 ounces	9,411,437	20,432,926
Duck, khaki, 8 ounces	5,779,967	9,218,643
Duck, shelter tent	6,957,857	9,890,474

RESERVE STOCK OF SUBSISTENCE

In June, 1918, arrangements were made by the Q. M. G. O. for storage of reserve stocks of subsistence of 15,000,000 rations to be divided among Philadelphia, Baltimore and Newport News. Shipments here arrived at the rate of twenty carloads per day and required 200,000 square feet of warehouse space. This was the first instance in the history of Philadelphia Depot that it handled subsistence in such quantities, as it had always been known as a clothing depot.

VALUE OF PRODUCTION		
	<i>Depot Factory</i>	<i>Reed St. Factory</i>
Clothing.	\$13,389,028.09	\$1,315,568.37
Chevrons.	258,192.00	.....
Flags.	339,631.49	132,068.84
Tents.	7,332,313.23	.....
	<hr/>	<hr/>
	\$21,819,177.86	\$1,447,637.21
TOTAL.	\$26,266,815.07	

THE LARGEST SHIPMENT DURING THE WAR

The largest shipment made during the war on one requisition was in January, 1918, in favor of the Expeditionary Forces, and called for the bulk of the subsistence at that time at the Philadelphia Depot. This shipment consisted of 105 carloads and 1,600 truckloads, and was completed in ten days.

The second largest shipment also covered an overseas requisition and was made about July 25, 1918, consisting of 102 cars and completed in ten days. Itemized list of this requisition is as follows:

100,000 undershirts, wool; 600,000 underdrawers, wool; 2,960,000 pairs stockings, wool, light weight; 1,500,000 pairs stockings, wool, heavy weight; 75,000 overcoats; 375,000 trousers, wool; 3,000,000 pairs gloves, wool; 125,000 coats, wool; 100,000 jumpers, denim.

It is interesting to note that all band instruments from the American Expeditionary Force were returned to the Schuylkill Arsenal for storage or sale. Indeed, the salvage department of the arsenal has always been one of the most important branches of the service, and during the period of the war handled 5,096,538 articles, of which 2,219,191 were reissued.

TONNAGE HANDLED AT THE ARSENAL

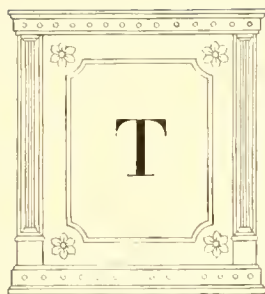
F. Y. 1914	9,708 tons	F. Y. 1918	719,512 tons
F. Y. 1915.	8,511 tons	F. Y. 1919	187,929 tons
F. Y. 1916.	12,950 tons	F. Y. 1920	105,970 tons
F. Y. 1917.	36,100 tons	F. Y. 1921..	(Estimated) 300,000 tons

Expenditures at the arsenal during the period of the war amounted to \$318,753,837.42.

PERSONNEL

In 1917, six officers were on duty at the Schuylkill Arsenal and 1,315 civilians were employed. These numbers increased in 1918 to 110 officers and 9,827 civilians. With the signing of the armistice, the policy of retrenchment decreased this number to sixty-five officers and 1,025 civilians. On January 1, 1920, a further reduction of personnel decreased the number to nineteen officers and 2,800 civilians.

ARMY CASUALTY LIST



THE following names of Philadelphians, who died while serving with the United States Army, were copied from the list issued by the Government for use in the preparation of the French Government Memorial Certificates. It was the most authentic and inclusive list available at the date of its publication.

The Government has appropriated several million dollars to check up all lists so that as quickly as possible all men—and women—who were killed in action, or died of wounds or from other causes, will be properly listed.

At the same time the records of all who were wounded, or who were sent for treatment to hospitals, will be listed.

When the records are complete, the lists will be turned over to the Adjutant General of the several States. They, in turn, will no doubt list the men and women of their respective commonwealths according to locality.

Abrams, Albert L.	Ashmore, Donald	Barry, James J.	Bieri, Otto J.
Abrams, Joseph A.	Ashton, Alfred T.	Barry, John J.	Billing, John L.
Achterman, Edward	Ashton, James K.	Barry, Stanley H.	Billitt, Richard S.
Adair, A.	Aspell, Bernard	Basile, Edward L.	Birney, Knox B.
Adams, Earl	Astbury, Thomas W.	Baskin, Andrew	Black, Robert E.
Adams, Hiram	Attica, Herman	Battista, Ermindo	Blaskiewicz, Julian
Adams, Thomas B.	Atwood, Walter	Battles, Frank	Blein, William H.
Afiliano, Pasquale	Auchenbath, Henry W.	Bauer, Frederick E.	Blotts, Domenick
Agostini, Joseph E.	Auritsky, Samuel	Bauer, George H.	Bock, Charles J.
Aitkins, Charles	Auritt, Nathan	Bauman, Frederick	Boehn, Frank R.
Aitkins, John	Ayre, Jr., John	Baumeister, Frederick	Boldezar, Lawrence J.
Akins, Frank L.		Baumgartner, Fred. J.	Boles, Matthew H.
Alberts, John Archer	Backley, W. E.	Beanchionelle, G.	Bolte, Raymond
Albrecht, Carl J.	Bailey, Henry	Beatty, Charles L.	Boltersdorf, Edward A.
Albridge, Frank	Bain, Joseph	Beatty, George	Bolto, Louis
Alcope, Otto	Bainbridge, Howard C.	Beaumont, Fred. A.	Bond, Mark V.
Alden, William	Baird, Joseph A.	Beckworth, Eugene	Bonlivare, William
Aleander, Gail H.	Baker, George B.	Bedingfield, John C.	Bonsack, Jr., James A.
Allen, Alfred R.	Baker, Howard S.	Bedingfield, John J.	Booth, John
Allen, Edward	Balasone, Pasquale	Behrend, Charles	Borowski, Theodore
Allen, John B.	Baldrick, Joseph J.	Belfatto, Felix	Borucki, Anthony V.
Allen, John J.	Baldwin, Jessie P.	Bell, George E.	Bosbyshill, William L.
Amandola, Giovanno	Balinsky, William	Belli, Frederick F.	Boss, John G.
Amodei, Anthony	Ballay, George	Belza, Michael	Bowden, Frank
Anderson, Harry U.	Ballentine, Samuel L.	Benedict, Hyman	Bowns, William H.
Anderson, John	Bambrick, Vincet	Bender, John X.	Boyer, John
Anderson, Robert L.	Bamford, Edward G.	Bender, William	Boyer, Oscar D.
Andrews, John H.	Bamhof, William	Benischeck, Clem M.	Boyle, Charles J.
Archer, Edward T.	Barker, Edward J.	Benner, Rubin	Bradley, Charles D.
Archer, Joseph D.	Barnitz, Reed W.	Bennicker, Charles N.	Bradley, John
Armoo, Carlo	Barr, Edwin	Bensing, Fred W.	Brady, Edward J.
Armstrong, Elmer H.	Barr, Robert	Berkowitz, Louis R.	Brady, John
Armstrong, George M.	Barrett, William F.	Bessano, James	Brady, Joseph Henry
Arnold, Harry	Barron, John A.	Biddle, Julian Cornell	Braham, Albert

Braker, Jr., George E.	Camerote, Antonio	Cobar, Peter	Crocco, Jerry
Brantz, Harry M.	Cammarata, Arthur	Coccia, Alphonse	Crossen, Joseph A.
Bratcher, George	Campbell, Edward M.	Cochran, James Joseph	Crossley, Harry
Brawley, Jr., James C.	Cann, Samuel	Coen, John J.	Crowe, Charles H.
Braxton, Earl	Cannon, Antonio	Collan, Howard H.	Crute, William
Bray, Harry	Canserano, Basilio	Cohen, Morris	Cubler, Raymond J.
Brazek, Leon	Cantz, Edward J.	Coleman, Earnest	Cucinotta, Pantalione
Breen, Bernard F.	Canvate, William	Coleman, James J.	Cullen, Thomas J.
Breidenfield, John	Capony, Joseph	Colio, Guiseppe	Cullen, Walter J.
Brenner, Frederick	Caramanna, Salvatore	Coll, James A.	Cummings, Orville S.
Brett, John J.	Carlile, Walter W.	Collins, Frank	Cunningham, Claude C.
Brewer, Arthur S.	Carlin, James A.	Collins, Frank T.	Cunningham, Wm. M.
Briggman, Charles	Carmange, Michael	Collins, Hugh A.	Cupitt, Harold D.
Briggs, Richard	Carmelo, V.	Collins, Joseph B.	Curran, John
Brinnisholz, Joseph	Carney, William J.	Colliton, Ignatus J.	Currie, Richard J.
Brinton, Howard A.	Caroline, Robert E.	Commaker, Albert	Curry, William L.
Broccoli, Sylvia A. S.	Carpenter, James D.	Condram, John J.	
Brock, Frank P.	Carr, Bernard A.	Conley, Francis X.	D'Alessandi, Guiseppe
Broderick, Thomas J.	Carr, Johnson D.	Conley, William M.	Daily, Leonard J.
Brogan, James J.	Carr, Thomas A.	Conlin, Andrew A.	Dakin, Richard E.
Brooks, George M.	Carrigan, Smythe B.	Conlin, Matthew	Dalbey, Joseph L.
Brown, Francis	Carrigan, Thomas L.	Connell, Carl J.	Dallas, John M.
Brown, John F.	Carroll, Ronnie	Connelly, Edward T.	Dalton, Joseph H.
Brown, Raymond	Carson, Frank	Connor, Edgar	Daly, Edward J.
Brown, William J.	Carson, John	Connor, William	Danig, George
Brownstein, Benjamin	Carter, William	Connor, William N.	Darrell, John E.
Bruhl, Martin M.	Cartin, Charles	Conroy, Harry J.	Daul, Joseph Y.
Brunett, Theodore	Casey, Bernard J.	Contriciano, Frank	Davis, Earl R.
Bryant, Oscar S.	Casey, Charles Joseph	Conway, Harry J.	Davis, Harry F.
Buchanan, Elwood K.	Casey, Clifton M.	Conway, John H.	Davis, H. G.
Buchman, Harry G.	Casey, Harry Martin	Conway, Peter J.	Davis, Stanley D.
Buchshamm, Balph T.	Cassady, Samuel L.	Cook, George D.	Dawson, George A.
Buchwald, Fred W.	Cassel, Frank B.	Cook, Harry Anthony	Day, Joseph A.
Buck, Brinton S.	Cassel, George H.	Cooney, John Michael	Day, Richard F.
Buckhart, Nicholas W.	Cassia, Domenico	Cooper, Joseph W.	Decker, Calvin W.
Buckius, William	Cassidy, James J.	Corbett, Francis W.	Decker, Warren J.
Buckner, Albert W.	Cassidy, Thomas Jos.	Corcoran, Daniel J.	De Flavia, Frank
Bunting, James S.	Castor, John H.	Cornish, George T.	Delaney, Lawrence
Burger, George	Castrigiana, Sostino	Corr, John	De Lulla, Michael
Burke, Peter J.	Caville, Francis Leo	Costello, Frank P.	Dempsey, John A.
Burley, Raymond C.	Chamberlin, Carl B.	Costello, John A.	Depue, James H.
Burnett, Thomas L.	Chandler, Joseph A.	Costigan, James Thos.	Desimore, Generino
Burns, Harry	Chanen, Samuel	Cotter, William P.	Devenny, James V.
Burns, James D.	Cherry, Joseph H.	Cotton, William O.	Devine, George S.
Burrroughs, William E.	Chillis, Edgar S.	Covelle, Frederick	Deylin, Charles J.
Byrne, Cornelius J.	Cholerton, Harry	Coyle, Charles	Deweese, Charles G.
Byrne, Engelbert H.	Ciccone, Daniel J.	Coyle, Charles J.	Deweese, Herbert K.
Byrne, M. P.	Cimino, Tony	Coyle, Joseph A.	Diamond, David
Byrne, Vincent	Cindis, John D.	Coyle, Samuel J.	Diamond, Harry
Byrnes, Joseph A.	Chair, Frederick S.	Coyne, Charles	Diamond, Harry F.
Bysin, Harry	Clark, Early B.	Cozzie, Victor A.	Diamond, Thomas E.
	Clark, Patrick	Craig, George A.	Dickerson, George F.
Cabaldo, Frank T.	Clark, William H.	Craig, William F.	Dieterle, George J.
Cahill Lawrence A.	Clark, William J.	Crawford, Francis J.	Dietz, Benjamin F.
Cain, John W.	Clark, William Joseph	Crawford, Joseph P.	Dignan, John D.
Calhoun, John H.	Clauser, Robert L.	Crawford, Samuel W.	Di Marcia, Guistine
Callaghan, James M.	Cleary, William J.	Crispi, Nicolo	Dinan, James F.

Di Nardo, John M.	Dzikowski, J.	Fielding, Louis H.	Frank, Charles
Dine, Thomas L.		Fields, Percy	Frank, Frederick J.
Di Plando, Antonio	Earner, John J.	Fife, John	Frank, Harry
Di Pietro, Constango	Eberle, H. E.	Fineburg, Joseph	Frazier, Edward P.
Di Sciscio, R.	Elmer, Frank	Fink, Wilbur E.	Frederick, John
Distler, Walter H.	Eckels, Lauren S.	Finn, Bernard	Freed, John B.
Di Vito, Anthony	Eckert, Henry	Finnegan, Michael G.	Freedman, Nathan
Dixon, William S.	Edgar, Harry D.	Finnegan, Thomas F.	Freihof, Wm. A.
Dobbins, Reubin	Edward, Joseph S.	Fischer, Benjamin H.	Friedel, Jr., Alexander
Dobrowolski, Bolesaw	Egan, Patrick J.	Fischer, Bernard A.	Friedman, Isidore
Dolan, William F.	Egerter, John	Fischer, Herbert A.	Friel, Harry
Doland, Frank	Eidam, Frank	Fischer, John J.	Fritz, Stephen G.
Doland, Morris J.	Eisele, John A.	Fishburn, Amon E.	Fudala, Fred J.
Dolfo, Anthony	Elliott, Charles F.	Fitzgerald, Edward	Fuller, Harry J.
Dombrowski, John	Ellison, Asberry	Fitzgerald, Harvey P.	Fullerton, Joseph P.
Dominico, George	Emery, Thomas F.	Fitzharris, Joseph C.	Fulton, Stewart
Donaghy, James A.	English, William H.	Fitzpatrick, Louis H.	Furlong, Charles
Donaghy, John L.	Entwistle, Zachary	Flanigan, Thomas	Furman, Thomas J.
Donaghy, Joseph	Epler, William R.	Fleckal, Frederick J.	
Donahue, George M.	Erb, Frank E.	Fleisch, Edward	Galbrack, Miketar
Donahue, James J.	Erb, Henry E.	Fleming, James G.	Gabriele, Andrea F.
Donald, George	Erdwein, William G.	Fleming, Joseph F.	Gabriele, Joseph
Donnelly, John	Ernest, Howard	Fleming, William	Gakle, Wallace H.
Donnelly, John F.	Ernst, William A.	Fleming, William	Galgioridi, Luigi
Donnelly, William	Erpert, Ike	Fleming, William	Gallagher, James L.
Dooley, Kyrien J.	Escandel, Charles A.	Fleming, Jr., William	Gallagher, John L.
Dooney, Thomas	Esher, George W.	Fleshman, Albert N.	Gantz, Frank C.
Dougherty, Charles J.	Essing, Arthur T.	Fletcher, Arthur	Garan, Frank M.
Dougherty, George	Evans, Jr., Charles T.	Fletcher, Frank	Garland, John P.
Dougherty, George P.	Evans, Horace L.	Florio, Humbert	Garner, Robert E.
Dougherty, Hugh F.	Evans, Richard	Flynn, Charles	Garrity, Edward L.
Dougherty, James A.	Everhart, Jr., E. E.	Flynn, John J.	Gaskill, Joseph E.
Dougherty, Joseph		Foell, Harry R.	Gaskins, John F.
Dougherty, Thomas F.	Faber, William C.	Foley, Edward H.	Gaumer, Albert H.
Dougherty, Wm. L.	Fagan, Francis	Foley, John J.	Gavaghan, James F.
Dowd, John J.	Fakey, James P.	Fontanini, Charles	Gazzara, John
Doyle, John J.	Fales, Thomas B. W.	Forbes, Oliver D.	Geever, Michael J.
Doyle, John J.	Falls, Frank	Ford, Harry J.	Geib, Adolph
Downs, Jr., Norton	Fancan, Bernard E.	Ford, James J.	Geiger, William D.
Draper, Arthur M.	Fantacona, Nicholas	Ford, William	Geller, Samuel
Druding, George J.	Faracca, Attilio	Forsyth, Albert E.	Gemmell, John J.
Drum, Robert I.	Farrell, Lewis A.	Forsyth, Matthew	Gerhardt, Jr., George
Dubs, Valentine	Farrell, Patrick J.	Foss, Rudolph	Gerngross, John A.
Dudzik, Andrew	Faunce, Wilmer	Foster, Francis	Geyer, George H.
Duffel, Reuben	Faust, Stephen	Foster, Joseph P.	Gibson, Albert E.
Duffy, Charles H.	Fay, John P.	Foster, Lee M.	Gihotte, Frank J.
Duffy, Frank J.	Fearn, Jr., Joseph J.	Foster, Leon R.	Gilbert, Noble H.
Duffy, James	Feccu, Daniel	Foulke, Walter L.	Gilchrist, Alexander
Duffy, John I.	Fee, James	Fox, Elmer	Gilland, John V.
Duffy, Michael	Ferguson, Clarence P.	Fox, Fred R.	Gillen, Jacob
Duffy, Patrick	Ferguson, Joseph S.	Fox, Harry L.	Gillen, Jacob
Dugan, Walter S.	Ferguson, Robert J.	Fox, James	Gillen, Samuel W.
Duncan, Howard	Ferriter, Joseph	Fox, John H.	Gillespie, Harry J.
Duncan, Jr., Joseph G.	Ferry, Alphonseous	Fox, Joseph	Gillespie, Jerry
Dunn, Howard K.	Ferry, Michael	Fraim, John	Gillian, William M.
Durando, Camillo	Fickerson, Elmer	Francis, Joseph	Giordano, Dominic N.
Dutill, Arthur	Fiechler, Jacques	Francis, Raymond	Giordano, Vincent

Girmscheid, Joseph T.	Gross, R.	Heller, Nicholas	Hoover, Howard R.
Givens, Horace	Gross, Russell C.	Heller, Samuel W.	Horan, Thomas J.
Givens, John	Grosz, Jacob C.	Hellings, Charles H.	Horn, Thomas
Givens, John J.	Grout, Leo M.	Helms, C.	Horsely, Earl
Glashofer, Philip	Grove, Leroy R.	Henderson, Harry W.	Horst, George
Glassen, Andrew J.	Gruber, Oscar H.	Hendricks, Alfred Y.	Houck, William H.
Glendon, Martin	Guida, Pasquale	Hendricks, John	Houseknecht, Chas. B.
Glenn, Frank Peter	Guiliana, Antonio	Henkele, Paul	Houston, Charles J.
Glentworth, John H.	Guinana, Philip A.	Henkle, Albert W.	Houston, Henry H.
Godericci, John	Guise, George J.	Hennessey, William J.	Howley, James J.
Godshall, Walter M.	Gulioyle, William F.	Henry, Albert	Hubacher, Paul
Goering, Henry L.	Gunsallus, Frank J.	Henry, Howard H.	Hudson, Harry N.
Gold, Isaac	Gustave, Stanley	Henry, James J.	Hughes, James F.
Gold, Louis		Henz, Harry R.	Hughes, Joseph A.
Golden, John J.	Haas, Lawrence F.	Heppard, Arthur J.	Hughes, Norman D.
Golden, Thomas M.	Hackett, Earl T.	Hepworth, James T.	Huling, Jr., Samuel H.
Golden, William H.	Hackett, John	Herbert, James E.	Hunter, George G.
Goldfus, Louis Samuel	Hagen, Harold	Herbsleb, George R.	Husik, Benjamin
Goldman, Max	Hager, Harry S.	Herkert, Robert A.	Hutchinson, Robert E.
Goldman, William	Hagerty, John T.	Herman, John G.	
Goldstein, Morris	Haggerty, Russell W.	Hermann, Fred W.	Iaanelli, Vincent
Goldstein, Robert	Hahn, Harry	Hermann, Paul M.	Imhof, George H.
Gollmer, David	Haidner, Nicholas A.	Herrman, John G.	Ingersoll, Harry
Goonan, Michael J.	Haines, Joseph	Herron, Nelson M.	Inverso, Angelo
Goodridge, Philip R.	Halbig, John	Herter, Harry	Ireland, Harry
Gordon, Louis	Hale, Leander	Hess, Walter	Irvine, Robert P.
Gordon, Nathan	Hales, Joseph	Hester, Julian S.	Irwin, Leonard C.
Gordon, Robert F.	Haley, James J.	Hetherington, Seth C.	Irwine, William J.
Gorman, Edward C.	Ham, Timothy	Hewson, Robert J.	Isett, Robert T.
Gosner, George R.	Hanna, Eugeness	Hey, William S.	
Goward, Edward B. G.	Hanrahan, Stephen J.	Heyser, William E.	Jablouowski, Z.
Gowen, Edwin A.	Hanschmacker, A.	Hickey, Robert D.	Jacobucca, Nicola
Grady, Jr., Michael J.	Harner, Alfred D.	Hicke, Harry A.	Jackalitz, J.
Grall, John Charles	Harms, John P.	Higgins, John J.	Jackson, W. A.
Graham, John R.	Harper, Frank V.	Higgins, Jr., M. J.	Jacobs, R. G.
Graubert, Isadore H.	Harr, Jr., Timothy	Hill, Frank E.	Jacoby, H. J.
Graves, Warren A.	Harrington, Alex. S.	Hill, William O.	Jaeger, F. J.
Gray, Caleb	Harrington, Geo. A.	Hillman, John	Jamerisan, Edw. E.
Gray, John H.	Harris, George L.	Hinchman, Charles S.	Jannacone, N.
Greeley, Edward	Harrison, Ernest J.	Hinger, Charles E.	Jarnett, Fred S.
Greeley, Raymond E.	Harrison, William J.	Hink, John G.	Jeffrie, Thomas E.
Green, Clyman C.	Hart, Lee J.	Hinton, Leroy B.	Jeffries, Charles
Green, Herbert	Hartman, William R.	Hirst, Thomas G.	Jenkins, R.
Greenberg, R.	Hassen, Daniel L.	Hittner, Edward	Jenks, J. A.
Greenway, Frank W.	Hasson, William J.	Hockenbury, Geo. W.	Johnson, Admiral
Greenwood, Harry L.	Hastie, William M.	Hoeltzel, Wilbur R.	Johnson, F.
Greenwood, John	Hattal, Clarence	Hoesle, H. W. J. D.	Johnson, F. A.
Gregory, John H.	Hause, Joseph W.	Hogan, James H.	Johnson, Hiram D.
Greiber, John H.	Hausser, Ernest T.	Hogarth, F. Wilbur	Johnson, John H.
Griffin, Joseph F.	Havenstine, Edw. C.	Holladay, Harry	Johnson, L. F.
Griffin, William A.	Hawthorne, Eulen	Holland, Harry W.	Johnson, R.
Grigull, Otto E.	Healis, Charles A.	Hollowell, John J.	Johnston, James A.
Grimm, Wilbur E.	Heathcote, Joseph A.	Homes, Felix	Jokrus, Stiney
Grimman, Thomas P.	Heckroth, Vernon B.	Hone, Frank A.	Jones, A. H.
Grochowski, Boleslaw	Helfron, Joseph	Hoopes, George D.	Jones, D. J.
Groscholy, Alfred C.	Heicklen, Morris	Hoopes, Joseph E.	Jones, E. J.
Gross, Alfred	Heinrich, Leonard	Hooten, John J.	Jones, Frank

Jones, Frederick	Kerr, Peter	Landman, Jr., L. E.	Long, C. H.
Jones, G.	Ketterer, W. G.	Landolt, Charles	Loughram, P.
Jones, Harry L.	Kidwell, S.	Langan, J. P.	Lowry, J. R.
Jones, S. A.	Kilda, James A.	Langsdorf, L.	Lucas, Charles
Jones, Samuel J.	Kimble, Millard F.	Lapczyk, C.	Lucera, B.
Joyce, Michael J.	Kincade, Harry H.	Larsen, B. E.	Luchenburg, E. L.
Junior, M.	Kine, Benjamin	Latney, Howard D.	Lumer, William J.
Junkin, William G.	King, Aloysius	Latney, R.	Lunn, W.
Junod, William	King, Perry E.	Laub, E. G.	Lutz, Albert P.
Jusinski, A.	King, Robert	Law, James W.	Lynam, Horace
	Kinis, Edgar H.	Lawler, William J.	Lyons, G. L.
Kachuk, Mike	Kinzler, Ernest J.	Laws, Joseph E.	Lyons, J. M.
Kahl, Christian	Kirschman, Charles S.	Laws, L. W.	Lyshon, W. J.
Kaiser, William J.	Kister, Frank	Lay, H. T.	Lytton, H. S.
Kalb, Lemuel	Klebe, John B.	Layden, A. W.	
Kamerer, George C.	Klotz, Frank L.	Leach, William J.	McAleer, Albert A.
Kane, H. S.	Khuth, William C.	Leahan, William	McAneny, Joseph P.
Kane, James P.	Knapp, Charles A.	Leck, L.	McArthur, John S.
Kane, Thomas J.	Knapp, David A.	Lee, G. W.	McAuley, Robert J.
Kaperrati, Anthony	Knight, Frederick H.	Lee, James W.	McBride, John
Karpativa, Louis	Knoff, Edward J.	Lee, Richard	McCabe, Joseph D.
Kaulker, George S.	Knowalski, Adam W.	Lee, Richard A.	McCabe, Leo Thomas
Kavis, W.	Knowles, Austin L.	Lee, William J.	McCabe, Michael
Kazinetz, Jacob	Knox, Harrison	Leedom, H. S.	McCaflery, Francis J.
Kealey, James F.	Koch, George	Leible, Jules	McCaflrey, W. E.
Kearney, Edward J.	Koch, George D.	Leidy, Harry	McCain, Harry
Keating, Charles	Koch, Harrison W.	Leifer, Jacob	McCall, Howard C.
Keckhut, Henry J.	Koehler, Louis H.	Leighton, John L.	McCann, Henry J.
Keefe, Harry T.	Kohler, Charles	Leithold, Frederick	McCann, John P.
Keenan, John	Kolp, George B.	Lenarty, Louis B.	McCann, Thomas J.
Keenan, Joseph J.	Kolzen, William W.	Lentine, William	McCaughan, F. M.
Keer, Einar J.	Koons, Dallas W.	Leon, Harry	McCaughiney, R. K.
Kehoe, William J.	Kowalski, Joseph	Leonard, Joseph	McCauley, Edw. A.
Kelejian, Charles L.	Kozaski, Bolstow	Leonard, M.	McCausland, Harry E.
Kellar, John	Krantman, Nathan	Leskie, Charles E.	McClain, Harry
Keller, H. V.	Krause, A.	Lessig, W. T.	McCleau, Alexander
Keller, William A.	Krause, Joseph	Levan, H.	McClellan, John
Kelley, George L.	Krauss, Edward	Lever, H.	McClurg, Joseph T.
Kelley, John G.	Kremens, D.	Lever, Marshall B.	McColgan, Maurice
Kellman, Samuel	Kreps, Herbert L.	Lewis, F.	McColgan, Wm. M.
Kelly, Charles J.	Kriderman, Morris	Lewis, Joseph	McCollum, Robert
Kelly, Christopher	Krimbach, Herbert	Lewis, W. T.	McConaghy, Thomas
Kelly, Edward J.	Krombach, Herbert H.	Lichetti, Jr., A. R.	McConnell, Graham
Kelly, Frank J.	Krouse, Louis	Lieberman, M.	McConnell, Thos. A.
Kelly, James A.	Kubat, Joe	Linabacher, Wm. G.	McCord, Vernon
Kelly, James P.	Kucinsky, John	Lipschutz, L. J.	McCormick, Chas. A.
Kelly, John P.	Kuhl, Raymond F.	Lipscomb, D. W.	McCormick, Jos. F.
Kelly, Martin J.		Lister, Brooks	McCrory, Samuel
Kelly, Michael J.	La Fontaine, E. J.	Litschert, John H.	McCullough, Albert J.
Kelly, Thomas W.	Lafferty, Daniel F.	Lloyd, H. H.	McCullough, Robert
Kelly, William	Laird, Clinton W.	Lloyd, J.	McCunney, Mark
Kennedy, George E.	Laird, G. W.	Lloyd, William J.	McCusker, George J.
Kennedy, John A.	Lamb, J. J.	Lobaccaro, L.	McCutcheon, James
Kennedy, Joseph D.	Lamb, W. E.	Lockhart, G. R.	McDaid, Thomas E.
Kenny, Michael	Lamonica, Alphonso	Lockhart, J. S.	McDevitt, Bernard W.
Kenworthy, Charles	Lanard, S. A.	Lohmiller, J.	McDevitt, Daniel
Kenworthy, E. M.	Landenberger, T. T.	Lohmuller, L.	McDonald, Hugh D.

McDonald, James B.	Manger, Henry B.	Monahan, Edward	Myers, William D.
McDonald, Ronald	Marano, Frank	Mondelli, James	Naegle, Richard C.
McDonald, Wm. J.	Maraner, Charles	Mondress, Harry	Nagel, Harry T.
McFetrick, James B.	Marchesano, Carl	Monroe, Shadrick	Naimo, Phillip
McGearty, Walter M.	Martin, Edward T.	Moonan, James F.	Natale, Michael
McGee, Arthur J.	Martin, John P.	Mooney, John P.	Nau, Piers J.
McGinn, Joseph	Martin, Robert J.	Mooney, Peter E.	Neal, Thaddens P.
McGinnis, Louis B.	Martin, Vincent	Mooney, William	Neiman, William
McGinty, Charles	Martin, William	Moore, Clarence P.	Nelis, Edward
McGlone, James	Maruchella, Ferdinando	Moore, Peter	Nelson, Harvey C.
McGonigle, James B.	Massey, Thomas	Moore, Russell H.	Netherington, Wm.
McGothan, Wm. R.	Mastropiese, Palo	Moore, Salmage H.	Neumann, Jr., William
McGrath, Joseph A.	Matthews, Arthur W.	Moore, Samuel	Neurath, Ernest C.
McGreal, Joseph H.	Mayer, Andrew W.	Moore, Thomas	Newell, Harry G.
McGuigan, Eugene I.	Maylie, Jacob L.	Moore, William J.	Newman, Edward
McGuire, Joseph J.	Mazkewiz, Louis	Morage, Joseph L.	Newman, Nelson
McHugh, Joseph	Meaney, Harry	Morgan, Ernest P.	Newman, William F.
McHvaine, James	Meell, Geo. Winfield	Morgan, Walter P.	Newns, James D.
McIntyre, Michael J.	Meisle, John	Moriarty, John Henry	Nice, Eugene
McKee, Joseph L.	McLick, Phillip G.	Morman, Milton J.	Nichol, Clark B.
McKenna, Edward P.	Mellon, James M.	Morris, Franz	Nicholls, George M.
McKenna, Francis	Mellory, Hazzare	Morris, Howard L.	Nickerman, George E.
McKeon, Thos. Jos.	Melvin, Frank J.	Morris, John F.	Nickles, W.
McKernon, Chas. H.	Mengel, Harry	Morris, John T.	Nickman, Sylvan
McLaughlin, John	Mentz, Morris B.	Morris, Raymond T.	Noel, William L.
McLean, George	Mercer, Wilbert	Morris, Robert R.	Nolan, William P.
McMackin, John J.	Merieke, Stephen	Mose, Oscar C.	Noonan, Thomas P.
McMahon, John P.	Merkle, William J.	Mosier, Everett B.	Noran, E. C.
McMenamin, P. J.	Merrian, Frank	Moss, G.	Norris, David J.
McNamara, J. J.	Merz, Harold B.	Mount, Richard E.	Norton, William H.
McNearney, John	Mesteyky, Josef	Moy, Hugh	Norton, William J.
McNellis, John J.	Meyers, Harvey F.	Mulch, Joseph Daniel	Novak, Ike
McPeak, Frank J.	Meyers, William	Mullerschiven, A. M.	Nowak, Edwin A.
McPolin, John J.	Michalski, Stephen	Mullhizer, James A.	Nuffer, Ernest G.
McSharry, Francis P.	Micheel, Henry F.	Mulrine, W. J.	Nusbickel, John
McTuillan, Edward	Mickaylik, Metrofan	Mulrine, Wm. Joseph	
McVey, Joseph A.	Midili, Angelo	Munusevitz, Harry	
MacArthur, John S.	Mikilkievich, Joseph	Murphy, Charles	O'Brien, William A.
Machette, Kirk W.	Milano, Joseph A.	Murphy, James E.	Ochinto, Joseph
Macken, Charles	Milgram, Nathan	Murphy, John Henry	O'Donnell, Daniel J.
Madden, Frank A.	Miller, Charles	Murphy, John R.	O'Donnell, James F.
Madenford, Walter	Miller, Charles S.	Murphy, Joseph F.	O'Donnell, Peter
Magarahan, James	Miller, Charles W.	Murphy, Joseph M.	Oerlemans, Louis
Magee, John J.	Miller, David	Murphy, Michael	Ogden, Elmer
Maguire, Francis A.	Miller, Frederick E.	Murphy, Thomas	Ogilvie, William A.
Maher, Edward F.	Miller, Frederick J.	Murphy, Thomas	O'Hara, Oliver
Mahler, Leslie James	Miller, Herbert	Murray, James	O'Hearn, William
Malechoka, Samuel	Mingle, Roy C.	Murray, John A.	O'Leary, Charles N.
Maleczerski, Louis	Mirarchi, Frank	Murray, John W.	O'Leary, William J.
Malloy, John L.	Miszeikis, V.	Murray, Thomas	Olive, Antonio
Malloy, Thomas B.	Miodorzenec, Joseph	Murtagh, Michael	Ollivier, Alfred
Malone, Charles F.	Mock, Frank	Murtha, George B.	O'Neill, Edward
Malone, Edward J.	Moebius, Alvin H.	Musto, Angelo	O'Neill, Francis E.
Malone, Roy W.	Moekkel, John E.	Myers, Harry	O'Neill, James
Maloney, Raymond	Moffa, Louis	Myers, John	O'Neill, Thomas
Mancine, Lawrence	Mogerman, Abraham	Myers, John	O'Riordon, Jas. Francis
Mancusi, Frank	Monaghan, Charles P.	Myers, John E.	Orlicka, Paul

Orr, Jr., William C.	Portens, Francis I.	Riley, John	Sauer, Spencer H.
Osmond, Raymond T.	Porter, Edward M.	Risso, Theophilio	Sault, David
Ott, George H.	Potter, William A.	Ritchie, Robert	Saunders, F. D.
Otto, Herbert J.	Potts, John	Rizzo, Charles	Savage, Arthur W.
Otto, John H.	Prandie, Frank E.	Roach, Walter	Saylor, Herman P.
	Prediger, Henry G.	Robbins, Gordon E.	Sayre, Frank D.
Pahl, Carl O.	Price, Aaron O.	Roberts, John E.	Scanlon, John A.
Pahler, Walter	Prince, Harry W.	Roberts, Leon	Schaaf, Otto F.
Pahls, Harold W.	Pritchard, H. E. P.	Robertson, Claude R.	Schanbaur, August C.
Painter, Harold W.	Proctor, George W.	Robinson, Robert	Schase, Jesse E.
Pancoast, Clarence S.	Promondoni, G.	Robinson, Walter	Schaub, Charles E.
Pangbur, Irwin	Proszcz, John	Roche, Edward	Scher, Joseph A.
Pantley, Wm. Collins	Przestselski, Wolph	Roche, Jr., Wm. F.	Schiavi, Pasquale
Pardini, Quinto	Ptaskiewicz, S.	Rochelman, Alphonse	Schiavone, Charles A.
Parker, Howard E.	Pudlock, Joseph	Rock, William C.	Schick, Charles A.
Paroonagian, I. T.	Pugh, Jr., John	Roetz, Stephen	Schiking, Albert
Pasant, Joseph	Purcell, William A.	Rogers, Bernard F.	Schindler, William C.
Patterson, Elmer E.	Putz, Frederick	Rogers, Harry Tuttle	Schlossberg, David
Patterson, Francis		Roivetto, Secore	Schlossberg, Max
Patterson, John E.	Quinn, Jr., James J.	Ronser, Charles O.	Schmidt, Alfred J.
Patterson, Phillip	Quinn, John H. B.	Rooney, William A.	Schmidt, William H.
Paul, Archibald S.	Quinn, William F.	Rorke, Richard J.	Schmitt, Harry B.
Paul, Ellwood G.	Quintard, Alfred L.	Rosenfeld, James	Schneid, Frank
Payne, Samuel J.		Ross, James S.	Schneider, P. A.
Paynter, William M.	Rados, Castos	Ross, John N.	Schnell, C. H.
Pearl, Harold	Raebiger, Adolph	Rote, Charles	Schommer, Frank T.
Peel, William C.	Rallo, Joseph	Rothman, Charles H.	Schontz, Fred S.
Pegg, William J.	Rabbill, William J.	Rothman, G. G.	Schoonover, Edward J.
Pegram, Frederick	Raistrick, William A.	Ruchola, Walter	Schully, J. T.
Peiffer, Percival H.	Ranson, William F.	Ruff, Frank A.	Schumaker, George R.
Pepper, Benjamin F.	Rasmussen, H. P.	Russell, Leo R.	Schun, Joseph A.
Perine, Nelson W.	Ratajack, Ignacy	Ryan, Harold A.	Schwartz, Benjamin
Perkins, William J.	Rath, George B.	Ryan, Stephen F.	Schwartz, E. D.
Persichetti, Leonard	Raylould, Daniel W.	Ryder, Thomas A.	Schwartz, S.
Peslin, William	Read, John J.		Schwartzman, Harry
Pessin, Kolman	Reale, Angelo	Snafrank, F. W.	Schweiker, Wm. H.
Peters, Frederick	Reape, William J.	Sabari, R.	Sciloi, M.
Peterson, Ralph E.	Redding, James	Sabulis, A.	Scott, C. R.
Pfeifer, Francis J.	Redman, Charles H.	Sack, Kabe	Scott, Joseph T.
Pflieder, A. F.	Redner, Howard B.	Sadler, Albert H.	Seeger, C.
Pfommer, Wm. B.	Reese, Edward Henry	Sailer, John	Segal, Jacob
Phillips, Robert J.	Reif, Harry Phillip	Sadatsky, M.	Segal, Samuel
Pickering, Clifford	Reilly, Joseph John	Salesky, M.	Segall, Arthur R.
Pickett, Norman O.	Reinhart, Frank W.	Sallese, G.	Seiberlich, L. W.
Picone, James	Reis, Byron C.	Saltman, Abraham	Seifert, Frank E.
Picot, Herman M.	Reitz, Joseph	Salvador, W. H.	Seltzer, Joseph
Pilling, Thomas J.	Reivich, Herman M.	Salzee, William W.	Servinski, Stanislaw
Pleate, John A.	Rende, Gennaro	Sampson, George	Shagren, Andrew C.
Plews, William	Revell, Edward J.	Samules, David	Shamoff, Alexander
Plosky, Harry	Reveney, John W.	Sandora, J.	Shanton, Donald T.
Plunkett, Benjamin	Reynolds, Stephen W.	Sandrow, Harry	Sharkey, Frank
Polenski, Mike	Reynolds, Stevens	Sandy, M. W.	Shawn, Samuel C.
Polinski, Harry	Rex, Albert C.	Sargen, M.	Sherman, Max
Polito, Joseph	Richard, George F.	Sargosky, Harry M.	Shepherdson, Geo. P.
Pollock, Robert H.	Richards, Thomas M.	Sarnkowski, J.	Sheppman, John R.
Popplewell, John D.	Richardson, Stephen	Sattler, Walter L.	Sherlock, William D.
Porco, Dominico	Richter, Frank C.	Sauberblatt, D.	Shetzline, W. T.

Shiver, Charles H.	Spiro, J.	Tiedeken, Theodore F.	Waltman, Norman
Shulman, S.	Spitzer, B. H.	Tiefertaylor, Jas. J.	Wankmüller, Frank
Shute, Nathan	Stahl, J. W.	Tighe, James T.	Wanner, Alfred H.
Sibel, W.	Stange, Leonard J.	Tindley, John	Waples, J. Douglass
Sibel, William	Stanley, W. H.	Tinline, James H.	Ward, Andrew J.
Sievers, William A.	Starkey, W. Harold	Tirico, T.	Warren, Arthur J.
Simcoe, John J.	Stasuk, S.	Tisot, Rene	Warrick, Linwood
Simcox, Howard L.	Stead, E. Z.	Toramano, Dominic	Warrick, Thomas
Simmons, C. H.	Steever, S. K.	Torco, John	Warriner, Herbert
Simon, D.	Stein, Jacob	Townsend, David G.	Warushok, John
Simon, H. G.	Stein, Louis	Tracy, Leroy S.	Wasser, Charles R.
Simpson, Charles M.	Steinmetz, H. M.	Traflicano, Benjamin	Waterhouse, Chas. M.
Simpson, George L.	Stellar, Vincent	Frautman, Gustave J.	Waters, George James
Simpson, John O.	Stengel, Daniel S.	Travers, William H.	Watson, Charles E.
Simpson, Paul H.	Stern, Milton	Trebino, Frank M.	Watson, James C.
Siner, F. C.	Stevens, Joseph	Trengrove, Raymond	Watson, John S.
Siner, G. Wesley	Stevenson, Elmer H.	Triplett, Norman	Watson, Joseph J.
Singer, Henry F.	Stewart, Clark	Trojan, Peter	Watt, Graham B.
Sinlowitz, Morris	Stewart, J. T.	Trotta, Samuel J.	Weber, Alfred
Skinker, Alexander R.	Stinson, J. T.	Trotter, Thomas J.	Weber, George J.
Skivmont, A.	Stoe, A. J.	Truss, Jules J.	Weber, Joseph H.
Slander, Felix	Stone, John	Tuck, Ernest	Weber, Stillwell E.
Slane, Francis Joseph	Stork, James L.	Tumas, Anthony P.	Webster, Thomas S.
Slatcher, C. S.	Stratson, John	Turkan, Albert A.	Weer, Milton R.
Slater, H.	Straugh, Fred R.	Turner, George A.	Weight, Charles E.
Sloan, Benjamin H.	Street, Abram	Turner, W. J.	Weisbrod, Harry
Sloan, David A.	Sturma, Jr., William		Weiss, Richard G.
Slook, G. H.	Sukalsky, Samuel	Uleary, Edward H.	Weiss, Richard J.
Slugman, Max	Suplee, Charles	Ulrich, John A.	Wells, Andrew J.
Smalley, Alfred P.	Suplee, Edward F.	Updike, John	Wells, Walter
Smalley, Jr., A. P.	Suplee, Howard R.	Upton, William	Welsh, Jr., John H.
Smith, Albert	Susson, Samuel	Urbanis, Francis	Welsh, John Williams
Smith, B. V.	Sutton, Marshall H.		Wentz, Lemuel K.
Smith, Charles C.	Swank, Tebley T.	Vail, Neal	Wernikove, Louis
Smith, Charles W.	Swartley, Rolland W.	Vandergrift, Jesse	West, Dennis
Smith, E.	Swiaski, Alexander	Vandiver, Thomas Del	West, Gordon B.
Smith, E. A.	Swobod, William J.	Van Dusen, E. Thorpe	Wetherstine, Harry H.
Smith, E. F.	Swoboda, W. J.	Vandyke, Edward J.	Weyersburg, Walter
Smith, Frank	Sykes, Gomer	Van Luyanev, Jos. A.	Whaley, Robert A.
Smith, Frank		Vasello, Joseph	Wheatley, Richard
Smith, H. P.	Tadlock, Ray H.	Ventura, Michael C.	White, Albert B.
Smith, James	Tamborella, Michael	Venziele, John	White, James
Smith, James M.	Turbett, John M.	Vere, Frank J.	White, John
Smith, P. J.	Taylor, Amos R.	Veton, Jacob	White, William T.
Smith, W.	Taylor, George M.	Vetrona, Michaelo	Whitehurst, William
Smith, W. E.	Taylor, Lewis A.	Viscusi, Girolama	Whiteside, Gus
Smith, W. M.	Taylor, Richard S.	Volpe, Alexander	Whitson, George F.
Snyder, Wm. Miller	Taylor, Samuel J.		Whorowski, Zigmunt
Solly, Robert W.	Taylor, William E.	Wagner, Alfred	Wiegand, Walter J.
Solomon, Samuel	Tenanova, Samuel	Wagner, John	Wilkinson, Edward
Somma, R.	Teter, Horace E.	Walker, Harry	Wilkinson, John R.
Sonder, E. R.	Thal, Morris	Walker, Jacob C.	Wilkinson, Joseph M.
Spare, E. D.	Thomas, Bernard	Wallace, Samuel	Willowitch, Frank
Speck, Gerald	Thomas, Harry H.	Walls, J.	Wilson, Arthu
Sperling, H.	Thompson, Albert L.	Walsh, J.	Wilson, Arthur H.
Spielberg, H.	Thompson, William	Walsh, John F.	Wilson, David
Spirite, Peter	Thompson, William C.	Walthour, Taylor E.	Wilson, John P. C.

Wilson, Louis M.
Wilson, William C.
Wine, William E.
Winnals, Walter E.
Winston, Erskin
Witsil, Earle
Wolf, George R.
Wolf, Horace J.

Wolfe, Frederick P.
Wolpert, John J.
Wood, T. E.
Wood, William
Work, Jr., John W.
Worthington, Frank E.
Wright, Reuben O.
Wright, William M.

Wrigley, Charles E.
Wyborski, Charles C.
Wyoitka, Antonio
Yamuzzi, Guiseppi
Yarak, John
Yearsley, Edward F.
Yekle, Joseph O.

Young, Adolph L.
Zack, Peter
Zakaroska, Paul P.
Zaun, Jacob
Zeissing, Dan
Ziegler, Conrad W.
Zuendel, William H.



Memorial Wreaths, 28th Division Parade.

REPORT ON WAR ACTIVITIES FOURTH NAVAL DISTRICT

APRIL 6, 1917 TO FEBRUARY 1, 1919

George F. Cooper, Captain, U. S. N.

James A. Campbell, Jr., Lieutenant-Commander, U. S. N. (Ret.)

Frank J. Gorman, Ensign, U. S. N. R. F.



IMBUED with the spirit of patriotism which inspired the founders of the nation assembled nearly a century and a half ago in this city, the history of the Fourth Naval District reads true to the high ideals of Americanism enunciated when this nation was born and upholds to the fullest the best traditions of the naval service.

From a civilian population, peace-loving by Quaker teachings, there was created a commissioned and enlisted personnel second to none, representatives of which found their way by the ever-changing needs of the service into every branch of its activities, aloft and ashore, at home and abroad. There were given to the Navy without stint man power, money and possessions, that the war might be prosecuted to a successful conclusion. Even industrial activity which had its inception and its existence in peaceful pursuits was converted to war-time needs and the Navy was the recipient of this bounty and cooperation.

On the Atlantic Coast, from Barnegat on the north to Assateague on the south and backward into the great industrial, mining and manufacturing cities, and from the largest to the smallest centers of population, the people stood staunchly behind the Navy; no call was unanswered.

Men in every walk of life dropped their normal pursuits and the flower of young manhood forsook institutions of education to don the Navy blue. And wherever assigned and to whatever duty, they acquitted themselves honorably, ably and without flinching.

The intensive activities of the Fourth Naval District may be properly said to have had their origin in the promulgation to the naval service of the President's Neutrality Proclamations of August 4 and 5, 1914. These were contained in the Navy Department's General Order No. 113 of August 7th, of the same year.

The necessity for subdivision of control of naval activities naturally prompted the system of district organization. In making the territorial limitations of naval districts, the established navy yards were considered in conjunction with the natural water-ways, the ports that were to be defended, and that were to be utilized for offensive military purposes.

The careful study and investigation made of the subject were embodied in concrete form in the regulations for the government of the naval districts of the United States, which were made effective by the promulgation to the naval service of the Department's General Order No. 36 on August 20, 1909. As far as it was possible, each district contained one port of recognized importance, and one established navy yard.

The Fourth District embraced the coast-line from Barnegat Light, N. J., south to Chincoteague Inlet in Virginia, and the Delaware Bay and River. At the junction of the Delaware and Schuylkill rivers, and at the southernmost extremity of the city of Philadelphia was located the important Philadelphia Navy Yard, protected from attack, as was the city itself, by land forts on both banks of the Delaware, manned by the Coast Artillery Corps of the United States Army.

The Fourth Naval District's northern boundary extended in a general north-westerly direction from Barnegat to Trenton, where it intersected the boundary line of Pennsylvania, which line became the boundary of the district, so that the entire State was included with the exception of a small section bordering on Lake Erie.

The district was made to include also the entire State of Delaware and a rectangular portion of Maryland bounded on the north by the southern boundary of Delaware, on the east by the coast-line, and on the southwest by a line drawn from the southwestern corner of the State of Delaware southeastward to Assateague. These boundaries remained fixed, with slight changes, until the end of the war.

Before there was even an intimation of the great European conflict, and many years before there was any thought that the United States would be engaged in it, preliminary information and tentative plans were formulated by the Navy Department for the utilization of properties ashore and equipment afloat as auxiliaries to the regular naval establishment.

The several commandants of the Fourth Naval District, prior to the war, had in their possession descriptions of coast-guard stations and of lighthouses,



Photo by Replogle.

Delaware River Front.



Photo by Replogle

Navy Yard, looking east, October, 1917.

with comments as to their availability in time of war as naval patrol bases and as visual signal and reporting stations.

Data were collected and corrected from time to time as to the vessels habitually found in the district with a view to their conversion and employment in harbor entrance and off shore patrol duties, in mine-sweeping and in other necessary naval purposes. Plans for arming these auxiliaries, for strengthening their decks for gun mounts, for fitting magazines and necessary other incidental changes in their construction and equipment were perfected and standardized.

Later on, when logical preparedness dictated more advanced steps in this direction, owners of power-boats constructed craft along the standard lines as indicated by the Navy Department. In fact, the ultimate utilization of pleasure boats in the event of war had a marked effect upon the designs of large sized power-boats constructed within recent years.

Inland water routes were investigated and charted and their availability in war times reported upon. The resources of local ship repair yards, and particularly those equipped with docking facilities, ship chandleries, wrecking companies and the locations of wharves and docks, with depths of approaches thereto, were carefully catalogued for ready reference in war time.

Undefended harbors and possible landing places were surveyed with a view

to their defense by mines and mobile forces. Anchorages suitable for the use of district patrol vessels of deeper draft were gone over, while minor inlets and refuges for small craft that might serve an enemy purpose were not neglected. Most careful consideration was given to the telephone and telegraph facilities within the naval district, and what changes would be necessary to adapt these systems to strategic naval use with particular reference to the extensions necessary to cover outlying points adequately.

The collection of information as to privately owned and amateur operated radio stations proved to be a considerable task, as it was not realized until this investigation was concluded how widespread the amateur interest had become in radio telegraphy. It was found that hundreds of these stations with small antennæ were scattered through the district, not any of them of a considerable range, but all of them a detriment to the smooth and perfect operation of war-controlled radio, and capable of being of service to the enemy if operated by alien enemies.

Statistics as to pilots, tug captains and local mariners, information as to hospitals, both municipal and private, and their availability for treatment of navy personnel, all found a place in the comprehensive pre-war data.

Last, but most important, as the plans of the district took shape, there were approved tentative complements of personnel and plans for its distribution throughout the Fourth Naval District in connection with possible war-time requirements.

So that there might be a minimum of duplicated defensive effort, the Commanding Officer of the Artillery District of the Delaware, comprising the fortifications at Fort DuPont, Delaware; Fort Mott, New Jersey; and Fort Delaware, Delaware, furnished the Commandant of the Fourth Naval District with charts, plans, and data indicating the arcs of gun fire, the areas covered by searchlights, and other necessary information concerning the defensive and offensive characteristics of the posts under his command.

The presence in the port of Philadelphia of the interned German ships *Prinz Oskar* and *Rhaetia*, and of the Austrian steamship *Franconia*, and the operations of the commercial radio stations at Cape May and on the Wanamaker Building, and of the transatlantic station at Tuckerton, N. J., imposed upon the Navy the necessity of carrying out the instructions contained in the orders of the Secretary dated January 1, 1915, and as subsequently modified April 21, 1915 and March 3, 1916.

These instructions prohibited the transmission of any information by radio that might be considered as unneutral in character. It prohibited the receipt or transmission of cipher or code messages from ship stations of belligerent nations by any radio shore station. Communication of any character with warships or belligerent nations was prohibited except calls of distress, messages relating to weather, or hydrographic information. Operating companies were charged with the responsibility for the enforcement of these regulations where such companies were neutral, but in the case of the transatlantic station at Tuckerton which operated with certain other commercial stations in Germany, navy censors were stationed to prevent the transmission of unneutral matter between that country and the United States. Lieutenant E. A. Lichtenstein, U. S. N., was assigned to this duty.

The first officer ordered to duty in the Fourth Naval District in connection with the enforcement of the President's Neutrality Proclamation was Lieutenant

Charles H. Bullock, U. S. N., who reported January 12, 1916. This officer was made responsible for the inspection and sealing of radio outfits on board belligerent and neutral vessels arriving at the port of Philadelphia, and for the suppression of unneutral activities of the amateur and commercial stations in the district. Of the latter there were two, one on the Wanamaker Building, Philadelphia, the other the Marconi Station at Cape May, N. J. In addition, he was charged with the inspection, at least once a week, of the German steamers *Prinz Oskar* and *Rhaelia*, and the Austrian steamer *Franconia*.

The work rapidly assumed larger proportions and [inasmuch as Lieutenant Bullock was also in charge of the Hydrographic Office, Lieutenant H. H. Porter, U. S. N. (Ret.), and Ensign Earl W. Jukes, U. S. N. (Ret.), were assigned to the duties of the neutrality enforcement, and made their headquarters at the branch hydrographic office.

In 1916 Captain Robert L. Russell, U. S. N., was Commandant of the Fourth Naval District, and of the Navy Yard, Philadelphia, as well. In October of that year the district pre-war activities became so numerous that Ensign Jukes was detached from the branch hydrographic office, and was ordered as aide to the commandant of the Fourth Naval District. George W. Carney, who had previously been designated as Chief Clerk to the Commandant of the Fourth Naval District, assisted materially in the preparation of the revised plans and the statistics found necessary by the changed conditions due to later developments. The necessary



Photo by Replogle.

A Dry Dock at the Navy Yard, October, 1917.

clerical assistance at that time did not keep pace with the rapid increase of work and John Heisler, chief clerk to the Commandant of the Navy Yard, cooperated with the district force by placing his clerical organization at its disposal whenever possible.

The plans for the use of physical property and floating equipment were practically completed, and toward the end of the year the war slate, which embraced the assignment of reserve and retired officers to war duty was completed after frequent conferences with Captain G. R. Marvell, U. S. N., who was then Director of Naval Districts, with headquarters in Washington.

Utilization of coast-guard stations was the subject of considerable correspondence between the Commandant and Captain F. S. Boskerch, U. S. C. G., with headquarters at Atlantic City, and who was in charge of the coast-guard stations located within the district.

The necessity for control over and censorship of radio activities was early recognized, and plans were formulated for taking over the commercial radio stations in the district, and for the dismantling of amateur stations. This followed the appointment in December, 1916, of Ensign Jukes as Aide for Information and District Communication Superintendent of the Fourth Naval District. On April 11, 1917, Lieutenant James A. Campbell, Jr., was assigned to duty as Communication Officer at the Navy Yard and on June 13th relieved Ensign Jukes as District Communication Superintendent.

In the early part of 1917 the expedient of borrowing yeomen from the receiving ship to perform the necessary clerical duties in connection with the district proved unsatisfactory. Effort was made to enroll yeomen in the naval reserve force, but with no definite prospect of war, the reserve force did not prove attractive. Finally on March 2, 1917, Clarence G. Supplee, the first man enrolled in the reserve force of the Fourth Naval District, was accepted and reported for active duty the following day. He was later commissioned as ensign in the reserve force, and performed valuable duty at the District Headquarters. Captain Harrison A. Bispham, U. S. N. (Ret.), reported for duty in the Fourth Naval District on March 15, 1917. On March 28th, on the eve of the declaration of war, Captain George F. Cooper, U. S. N., reported as Chief of Staff of the Fourth Naval District, and immediately undertook with zeal the organization of the forces, and the further development of the plans for the establishment of the naval district organization on a war footing.

International developments followed rapidly at this time, and with the war but a matter of formality, a recruiting rally was held in the reception room of the Mayor of Philadelphia in City Hall on March 20, 1917. Publicity was given to the need for recruits, and citizens were requested to assist immediately in the recruiting campaign that was opened in the same room the following day.

The plans previously formulated for the organization of the naval reserve force were outlined at the meeting by Captain Bispham, representing the commandant of the Fourth Naval District. The Mayor of Philadelphia, Thomas B. Smith, pledged the city's loyalty and cooperation as did others prominent in civic affairs and in the activities of the German-American Society.

The publicity given at this meeting gave great impetus to the work of traveling recruiting parties sent throughout the Fourth Naval District.

While the actual enrolments were not commenced until late in March, the

headquarters of the Fourth Naval District, when war seemed probable, was flooded with verbal, written and telephonic offers from men in every walk of life, and of every occupation. Owners of power-boats and of steam yachts hastened to ascertain whether their particular craft could be utilized, and whether they could or could not was paramount over the conditions under which the Government would accept them.

Palatial pleasure craft were offered to the Government outright, and in order to give the acceptance formality, a dollar a year contract was formulated, giving the Government the use of vessels that could not have been chartered in peace times for thousands of times that amount. These offers were carefully catalogued and their availability was determined in advance by the Joint Board of Inspection of Merchant Vessels, Commander C. P. Nelson, U. S. N., senior member.

When the declaration of war actually was made it found the district in possession of much auxiliary material which needed only the formality of taking over.

Coincident with the perfection of organization of the district, and while the nation's activities were restricted to those of purely a defensive nature, merchant ships were equipped with guns for defense against German submarines if attacked.

The first of the armed guard crews which manned and operated these defense batteries was commanded by commissioned officers of the United States Navy. As the armed guard crews became thoroughly drilled in their duties, command was given to warrant officers and to chief petty officers. The mounting of these guns, the preparation of suitable ammunition rooms, the installation of fire control, the fitting out of augmented crews' quarters on the ships that cleared from this port and the training and assignment of gun crews, constituted one of the most important of the pre-war activities.

During the entire period of the war, due to the large number of ships building on the Delaware, and by the large increase in shipping entering and clearing the ports of Philadelphia, Chester and Wilmington, this continued to be a most important function of the district.

As international complications might be precipitated at any time by the actions of these crews, the men assigned were carefully selected with regard to their training and dependability.

The first ships so outfitted that cleared the Fourth Naval District were the steamships *Polarine* and *Petrolite* on March 11, 1917.

The training of armed guard crews was carried on at the Navy Yard, Philadelphia, under the direction of Commander H. T. Kays, U. S. N., and later Lieutenant C. H. Stoer, U. S. N. R. F. In all 120 such crews were trained. Of this number forty-three guards were placed on merchant vessels, twenty-six were sent to vessels of the Naval Overseas Transportation Service for manning the batteries of those vessels; twenty-seven were transferred overseas and to other stations, and twenty-four complete armed guards, thoroughly trained, and ready for immediate assignment to merchant vessels were awaiting orders at the time the armistice was signed. Batteries, necessary fire control apparatus and ammunition stowage facilities were installed on thirty-three merchant vessels touching at this port.

After preying upon Allied commerce in the Western Atlantic the German raiders, *Prinz Eitel Friedrich* and *Kronprinz Wilhelm*, made port at Norfolk, and as they remained there beyond the time prescribed by international law, they

were interned at the Navy Yard. Temporary living quarters were established ashore, wooden huts being constructed for the accommodation of the officers and crew. The necessity for room at the Norfolk Navy Yard and the advantage of having the hulls, while idle, rest in fresh water, caused the transfer of these two ships from Norfolk to the Navy Yard, Philadelphia. They were moored in the reserve basin. The huts were transferred and reerected within the Government Reservation on the south shore, and these quarters were afterwards generally referred to as the "German Village."

As the relations with Germany became more delicate it was felt that the presence of the men and officers of the ships constituted a menace to the large industrial and naval establishment at the Navy Yard. Accordingly they were interned at Fort Oglethorpe, Georgia.

Until the actual declaration of war made it possible for the United States Government to take physical possession of these ships, which had the status of men-of-war, it was not possible to prevent the crews from doing serious damage to the machinery.

Formal notice that a state of war existed between the United States and Germany was received here at 4 p.m. on April 6, 1917. Three words flashed over the telegraph wires from Washington simultaneously to every Naval District started the war.

It had been understood in advance that upon receipt of these three words "Mobilize war slate," all prearranged war activities should be set in motion. Following the receipt of this message telegrams were sent immediately to all officers on the retired list ordering them to report for duty at their predetermined stations.

All naval reservists who had been enrolled were ordered to report at the Receiving Ship, Navy Yard. The Navy Yard was closed to the public, guards doubled, and everything placed upon a war footing.

It became necessary immediately to establish a Communication Office at the Navy Yard, and on the night of the day that the President declared that a state of war existed between Germany and the United States of America, the following officers reported for communication duty: Lieutenant Joseph L. Tinney, U. S. N. R. F., Ensign Frank J. Gorman, U. S. N. R. F., Ensign William H. Morse, U. S. N. R. F., and Ensign William S. Baker, U. S. N. R. F. These officers were immediately placed upon a continuous communication watch.

Lieutenant H. R. Leonard, U. S. N. R. F., had reported some days previous to the outbreak of the war, and had been given duty in connection with the mobilization of what was then the National Naval Volunteers and Naval Militia. Lieutenant Leonard formulated plans for the quartering of these bodies of men, but the number that actually came to Philadelphia subsequently was so far in excess of anything that had been anticipated that it was found necessary to use the battleships *Iowa*, *Indiana* and *Massachusetts* as tenders to the receiving ship.

The headquarters of the Fourth Naval District were originally located in the old Board Room Building No. 6, Navy Yard, and the small private office belonging to the inspection officer was occasionally used.

The business of the district grew by leaps and bounds. To meet the increased demand for accommodations, the Commandant directed that the entire northern

end of Building No. 7 should be outfitted as the headquarters of the Fourth Naval District.

The conditions concerning administrative work there were anything but ideal. Partitions separated one office from another, hastily constructed of unmatched boards. Yard locomotives hauling stores, traveling cranes, liberty parties, companies leaving ships for drill, wagons and automobiles contributed to the medley of noise that characterized the initial days of activity around the district offices.

With but little improvement in surroundings the headquarters continued in this building until March of 1913, when they were moved to the S. S. White Building, 12th and Chestnut streets. The constant growth and the diversity of the activities of the district were recognized by the Department on April 27, 1917, when Captain George F. Cooper, U. S. N., was appointed Commandant of the Fourth Naval District, relieving Captain Robert L. Russell, U. S. N. Captain Russell, as Commandant of the Navy Yard, was relieved shortly thereafter by Rear-Admiral Benjamin Tappan, U. S. N. (Ret.), leaving the activities of the yard and the district under separate administrative control, where previously it had been concentrated in the hands of one command.

Captain Cooper continued as Commandant until February 9, 1918, when Rear-Admiral James M. Helm, U. S. N., reported as Commandant. This change was the result of the policy outlined by the Navy Department to have flag officers as Commandants of all the Naval Districts.

The declaration that a state of war existed immediately released for action all pre-war plans, and with a district organization that was only in process of formation the initial steps to carry them out were undertaken. On the day preceding the actual declaration, the President of the United States, in his capacity as Commander-in-Chief of the Army and Navy, published an executive order establishing defensive sea areas. The area defined in the proclamation had as its outer limit a line drawn east and west through the north end of Reedy Island, and as its inner limit a line drawn east and west through Finns Neck Rear Range Light. At the same time regulations were promulgated for carrying into effect the executive order of the President. It was ordered that any vessel desiring to cross the defensive sea area should proceed to the vicinity of the entrance of the proper channel, flying her national colors and displaying identification signal letters, and "there await communication with the harbor entrance patrol." The entrances to defensive sea areas referred to in the Fourth Naval District were designated as follows: for incoming vessels the channel below Reedy Island, and for outgoing vessels the channel off Newcastle, Pa.

The promulgation of this order immediately imposed upon the district the establishment of a harbor entrance patrol. To carry out this order, the U. S. S. *Beale* was ordered, at the outbreak of the war, to duty as senior patrol ship in the defensive sea area. She took up a mooring on the east side of the channel on Newcastle Range abeam of the wharf at Fort Delaware, on Peapatch Island. At this time a submarine net was placed across the Delaware River from Peapatch Island to shoal water on the east side. This net had a movable gate 600 feet long, which was closed at sundown and opened at sunrise, ship traffic being suspended after nightfall. The net was placed by the United States Army and operated by the Navy. To open the gate the end was swung up or down stream according as

tide conditions favored, by the tugs *Indian*, *Bernard* and *Visitor*, and moored to buoys. This net was destroyed by ice in the winter of 1917-18 and was not replaced.

The war had been in progress but one day when two scout patrol vessels were placed in commission, the U. S. S. *Arawan*, S.P. No. 1, and the U. S. S. *Petrel*, S. P. No. 59. On April 11th the Commandant of the Fourth Naval District ordered the S. P. *Arawan* to duty in connection with the patrol of the submarine net. After reporting to the U. S. S. *Beale* she took station below Firms Point, Delaware, where she was used for boarding purposes. The U. S. Coast Guard Tender *Guthrie* about the same time was ordered to similar duty.

The Delaware River section was organized April 17, 1917, under the command of Commander F. W. Hoffman, N. N. V.; his jurisdiction was defined to extend from Fourteen Foot Light to Trenton, N. J.

Cooperative efforts between the army authorities, charged with the land defenses of the Delaware, and the naval authorities were early developed. The codes in use in each branch of the service were interchanged, so that secrecy of communication might be safeguarded. Reedy Island was subsequently established as the headquarters of the Delaware River section afloat, and recognition signals of all incoming vessels were demanded at Fort Delaware and also by the Harbor Defense Area Patrol Squadron, which was constantly in touch with Reedy Island, located five miles below the fort. Direct telephone communications between this station and Fort Delaware were established and from the reporting station's outpost position it was possible to notify the fort long in advance of the approach of any hostile craft. Actual tests proved that this information could be transmitted, the batteries manned and fire drawn within three seconds. As a matter of fact, in actual operations during the entire war, the Harbor Defense Area Patrol intercepted all shipping and satisfied itself of its friendly intent before it was allowed to proceed to within range of the forts. Ships not equipped with the recognition signals issued by the Navy were boarded and made subject to the process of port examination. When German submarines commenced operations off the coast, the Army authorities were immediately apprised of their proximity, and throughout the entire war the closest cooperation existed between the Army authorities and the Naval forces.

The immediate defensive needs of the great water course having been cared for, plans were hastened for the extension of the military control, both offensively and defensively, for the entire district. It was recognized at once that the strategical points on the north and south ends of the entrance to the Delaware Bay should be the centers of activity for the forces afloat. Cold Spring Inlet, Cape May, furnished an ideal mooring for patrol vessels and larger craft drawing up to eighteen feet. The Delaware Breakwater, with its sheltered harbor of refuge, similarly recommended itself as a base for district vessels. To the north of Cape May as far as Barnegat and to the south of Cape Henlopen as far as Assateague the coast-guard stations were immediately brought under naval control. Connected by an intercommunicating telephone system and furnishing at once a personnel trained in observation and in action, the two flanks of the Delaware Bay were thus at once guarded by observation. The value of Cape May was further enhanced by established means of rail, telephone and telegraphic communications, and by the presence and immediate availability of the Marconi Radio Station, which was at once taken over and manned by Navy personnel.

Ten days after the declaration of war, Lieutenant Commander F. A. Savage, N. N. V., and his Aide, Ensign Julius Zieget, N. N. V., were ordered to proceed to Cape May to organize the section. Upon arrival the following day they were met by Assistant Paymaster H. W. Peacock, Jr., U. S. N. R. F., and Pay Clerk D. N. Miller, U. S. N. R. F., and headquarters were established in room 137, Columbia Hotel. A group of buildings bordering on Cold Spring Inlet and known as "Sewell's Point Amusement Pavilion," was determined upon as the site for the section base. About the middle of May, 1917, the contractual formalities were concluded and the Navy undertook the conversion of what had been a fun factory into an adequate headquarters for naval operation. With an adaptability that was most commendable, the so-called "Fun Factory" was demolished so that its housing might constitute a barracks. The "Barrel of Fun," a cylindrical structure weighing about five tons, was jacked up on skids and rolled out of the building, where an iron door was fitted, thus completing its conversion into a brig. The "Human Roulette Table" was converted into a scrub table, and the "Cave of the Winds" became the guardhouse. Most of this conversion was done by ship's force, and it was typical of the "Win-the-War" spirit that college graduates became pick and shovel men, architects and draftsmen became carpenters and every kind of skilled force turned to with the will to assist in the labor.

Commander Savage continued as Commanding Officer of the Section Base until April 1, 1918. On December 5, 1917, Captain F. J. Haake, U. S. C. G., was ordered to duty in command of the forces afloat. In April, 1918, Captain Haake was also ordered as Commander of Cape May section, relieving Commander Savage.

During the continuity of the operations of enemy submarines, Captain Harrison A. Bispham, U. S. N. (Ret.), was detailed as Commander of the district patrols, with his headquarters at the Cape May Section Base. He was succeeded by Commander J. B. Patton, U. S. N. (Ret.), when Captain Bispham was detailed as Commandant of the naval unit of the student army training corps at the University of Pennsylvania.

The expeditious results accomplished in the establishment of a section base at Cape May were duplicated at Lewes, Delaware, it being intended that this base should guard the southern entrance to the Bay, while Cape May protected the north end.

Shortly after noon on April 12, 1917, a board consisting of Paymaster R. T. Jellet, U. S. N. R. F., Lieutenant F. F. Boyd, U. S. N. R. F., and Pay Clerk M. A. Hunt, U. S. N. R. F., met in Lewes with James Thompson, the Mayor of the city, and considered the availability of properties located about one mile west of Cape Henlopen, Delaware, as a base for mine-sweeping operations. Lieutenant Commander Earl Farwell, N. N. V., Lieutenant (j.g.) H. T. Williams, Assistant Surgeon J. T. White, Ensign J. L. Murray and Ensign S. H. McSherry, U. S. N. R. F., were the first officers to arrive, and headquarters were immediately established in the Federal Building, at Lewes.

The outfitting of vessels for district service progressed rapidly at the Navy Yard, and as these vessels became available, they were manned by naval reservists fresh from civil life and with little training or experience in naval affairs, except what had been secured in amateur yachting or in previously organized auxiliary training schools. In this connection mention might be made of the training cruise

made by naval reservists during the preceding summer, when through the efforts of Thomas Newhall and W. Barklie Henry, both of whom subsequently became Lieutenant Commanders in the reserve force, regular naval vessels were made available for training purposes. The needs of the service brought into active service many of those who had taken advantage of this short course. The need for commissioned personnel was immediate, and it was necessary, therefore, to give a commissioned rank to those whose knowledge of navigation had been obtained on navigational cruises conducted under the direction of officers detailed from the regular service to regular yachting organizations, among which were the associations embraced in what was known as the Delaware River Yacht Racing Association. Many of those who entered the service as enlisted men were subsequently commissioned, after the completion of courses at training schools established at the various bases; they constituted a considerable contribution to the service corps of commissioned officers, and saw duty far outside the confines of the Fourth Naval District.

The department originally planned class four of the reserve force for duty within naval districts, but the plan of confining the activities of such promising personnel within naval district boundaries was soon recognized to be not feasible and to be restrictive of the opportunities of these men. All who had so enrolled were given an opportunity to volunteer for general service without restriction as to territorial limits, and it is a matter of pride that the personnel in this class in the Fourth District volunteered almost without exception.

The mobilization of what were then the National Naval Volunteers and the tremendous recruiting that was under way at the outset of the war soon exhausted the receiving ship's facilities at the Philadelphia Navy Yard. It was felt that the activities at the section bases, both offensively and defensively, would be interfered with by paralleling their well-defined purposes with a training station of sufficient size to take care of the incoming raw recruits.

The activities of the receiving ship at the Navy Yard were concentrated largely toward meeting drafts for personnel for duty abroad and for the replacement of personnel aboard vessels of the fleet; and it was constantly transferring trained personnel overseas and to armed guard details. A distributing barracks and receiving ship for the Fourth Naval District were early found to be essential to the district activities; the Municipal Pier, No. 19 North Wharves, Delaware River, which was opened May 28, 1917, as the District Supply Department, was later also used as a distributing barracks for district forces.

Through the District Supply Department the various bases were outfitted as they were established, and during the war the entire district organization and its outlying activities, together with the district vessels, were supplied.

The *Massachusetts*, *Indiana* and *Iowa* were supplied when stationed here as tenders to the receiving ship, as were the U. S. S. *Savannah*, as flagship of the Commander, Division Eight, Submarine Force, and the destroyers and subchasers that constituted the several hunt squadrons.

A total of 165,161 items was handled aggregating 12,257,664 pounds.

Out of the Naval Emergency Fund "for the purpose of training members of the Naval Reserve Force for vessels of the coast patrol" the Secretary of the Navy on May 22, 1917, allotted \$780,000 for the construction of training stations. The Naval Training Association of the United States, which was the result of the

battleship cruise in 1916, greatly aided in the establishment of these naval training stations. That the Fourth Naval District received so generous a share of the total amount available was largely through the untiring efforts of Lieutenant-Commander Thomas Newhall, U. S. N. R. F., who, prior to his enrolment in the service, worked indefatigably to secure a large training station for this district.

Six days after the larger fund was set aside, \$300,000 was apportioned for the establishment of proper facilities in this district. Later an additional sum of \$30,000 was added. It was understood that none of this money was to be expended for the purchase of ground and it was necessary, therefore, to secure a contribution of a site. Professor William Easby, Jr., of the University of Pennsylvania, and H. S. Farquhar, a civil engineer, volunteered their services as a selection board, and after considering the suitability of three sites from the standpoint of health and accessibility to naval centers, determined upon a farm near Cape May owned by Messrs. Henry Ford and James Cuzens of Detroit, Mich. This ground, which became the site of Wissahickon Barracks, was leased to the Government for the sum of one dollar per annum. The original purpose of Wissahickon Barracks was broadened by the necessities of the service, and it contributed trained personnel to the Navy without regard to any consideration except its needs. There were established at Wissahickon Barracks an officers' material school and schools for training coxswains, quartermasters, gunners' mates, yeomen, hospital corpsmen and armed guard. 1,529 men were received from other stations and 6,577 recruits were received, making a total of 8,106. Of this number 397 graduated from the armed guard school and saw duty in this capacity afloat. The remainder were transferred throughout the district to meet the needs of its activities and to the listeners' school at New London, Conn., signal school, Hampton Roads, Va., and engineering school for officers at Pelham Bay, and elsewhere.

The outfitting of district vessels kept pace with the other rapidly expanding activities of the district, and at the end of April, but three weeks after war was declared, eight district patrol craft were in commission. The first scout patrol vessel to pass out the Delaware Capes during war time was the U. S. S. *Nevada*, S. P. 61, which patrolled the waters of the district north of Cape May to Barnegat. This cruise served a double purpose, in encouraging recruiting in coast towns. The promptness of the response to calls for pleasure boats for conversion as scout patrol vessels is evidenced by the fact that during the month of May eighteen additional vessels were placed in commission. The rapidly increasing district forces afloat made it possible to establish harbor entrance patrols to the northward and to the southward, so that any hostile craft might be intercepted.

Similarly expeditious results were accomplished in the commencement of mine-sweeping operations in the Fourth Naval District.

On June 11, 1917, but two months after commencement of hostilities, the channel from Brown's Shoal buoys to Overfalls Light Vessel was swept by the U. S. S. *McKeever Brothers*, S. P. 681, the U. S. S. *McKeever*, S. P. 683 and the U. S. S. *Behoboth*, then known as M. S. No. 1, which was subsequently ordered overseas and foundered off the English coast. Mine-sweeping operations were continued with vigor, thoroughness and without cessation, being interrupted only when the severest weather conditions and floating ice made them absolutely impossible. The fact that no vessel engaged in this arduous work sustained damage by contact with an enemy mine merits comment. The U. S. S. *Kingfisher*, however, did strike

a mine while sweeping off Barnegat in the fall of 1918, but it failed to explode and the mine was destroyed.

The carefully thought-out plans for the control of the operation of radio in war time were but a skeleton of the activities that centered about the communication service. Instantaneous service was essential between district headquarters by land wire and by radio, so that instructions and information might be transmitted with secrecy and despatch.

The first step was the suppression of all amateur radio stations, and a circular letter was sent to all those of record as operating such apparatus. With but a few exceptions, the request of the department for the dismantling of the stations and the taking down of the antennae was complied with. Such as doubted the earnestness of the Government were rapidly convinced by the inspectors who traveled from one end of the district to the other. Leased telephone lines and leased telegraph wires emanated from the communication office at the Navy Yard, and subsequently from the headquarters of the Fourth Naval District to every sectional point of activity.

A perfect system of radio communication was established between district vessels afloat and the Naval Radio Station at Philadelphia, and the Marconi Station that was taken over and operated as Navy Radio, Cape May.

The establishment of a district radio station to communicate with patrol vessels was authorized at Lewes, and in advance of the equipment designated by the bureau, a set designated for a district vessel was temporarily placed in operation until replaced by the navy standard apparatus.

As an effective check upon the unauthorized operation of radios two listening-in stations, not used for transmission, were established, one in the Parkway Building, Philadelphia, and the other in the West Philadelphia High School.

A second district radio station was established on the Million Dollar Pier at Atlantic City which subsequently proved to be a most reliable outpost.

Navy Radio, Philadelphia, continued as the transmitting station until the office of the district communication superintendent was moved to the district staff headquarters in October, 1918. Shortly after this date a distant control station was established in the White Building.

Distant control of Navy Radio, Cape May, was established about the same time, the control station being operated from the section base. To expedite the transmission of routing instructions lightships were equipped with radio. Five Fathom Bank Lightship was put in operation July 25th, and Fenwick Island Light Vessel was equipped November 1, 1918.

The U. S. S. *Falcon*, which was already equipped with radio, was stationed, after the signing of the armistice, fifty-two miles due east of Five Fathom Bank Lightship as a route ship for incoming troop transports.

A strict censorship was imposed to prevent the movements of naval ships or of naval units becoming known to the enemy. The transaction of virtually all Navy business was in confidential codes. As a further safeguard the transmission of personal messages to personnel on major ships as well as on district ships was handled through the department, and although this caused much inconvenience, it was recognized by the Navy personnel as a necessary war measure and was rigidly adhered to.

The big transatlantic station at Tuckerton, which was seized at the outbreak

of the war, was operated under naval control, and a substantial force of marines detailed to protect and safeguard this property were at the same time a formidable outpost force on land in the northern end of the district.

This station, in charge of Lieutenant O. F. Haslar, U. S. N., operated continuously as an important factor in the transatlantic communication service.

The radio service contributed directly to the safety of ships in many ways during the war. During the entire course of the submarine activities off the Atlantic coast, war warnings were sent broadcast through the air to all ships, in English, and for ships passing within range of the radio stations at Philadelphia and Cape May, this service enabled them to avoid the immediate locality of danger. In addition there was sent out nightly by the broadcast method, hydrographic information concerning lightships off stations, gas buoys that were not lighted and positions of derelicts and obstructions that were a menace to navigation as well as information in regard to mine fields.

For ships of the Navy more detailed and more confidential information was sent in code, so that every fighting unit was promptly apprised of the latest developments in the submarine campaign.

Naval radio operators were assigned to vessels of the Naval Overseas Transportation Service, United States Army transports, all merchant vessels operated by the United States Shipping Board and all other United States merchant vessels of 2,500 tons or greater.

In connection with the daylight saving bill, which was effective, as far as clock changes were concerned, at 2 A.M. Sunday, March 31, 1918, care was exercised to prevent confusion in convoy meetings and in clock times used in connection with dispatches by radio. The daylight saving bill set the clocks at all naval stations and on all ships in the territorial waters of the United States ahead one hour at the time before mentioned. Greenwich mean time was employed, however, in designating the times of radio broadcastings of radio watch keeping on ships having one or two operators. In communication between Allied naval vessels and shore stations and Allied merchant vessels, Greenwich mean time was continued to be employed. Greenwich meridian summer civil time was employed on the North Atlantic Ocean in all communications between United States naval forces concerning contact between forces passing designated positions at sea and rendezvous, when such forces were east of the 10th meridian; when west of the 40th meridian, 75th meridian summer civil time was employed between the dates prescribed in the daylight saving bill.

The seizure by the United States of all vessels belonging to Holland, in accordance with the executive order of the President of the United States, resulted in the taking over of the Dutch ship *Themisto*, then in the port of Philadelphia. A guard was placed aboard the steamer at Pier 28, South Wharves, Delaware River, March 20, 1918. On March 27th the commandant was directed to release the ship to the shipping board, as the vessel was to be manned by a shipping board crew. This was done. The seizure was carried out without incident, and the several regulations prescribed to be followed under the circumstances were executed.

During the early months of the war the district forces had no actual contact with the enemy. The rigid discipline and training and the actual experience afloat and ashore welded together a formidable district force at the same time as the district contributed its full quota in every other direction.

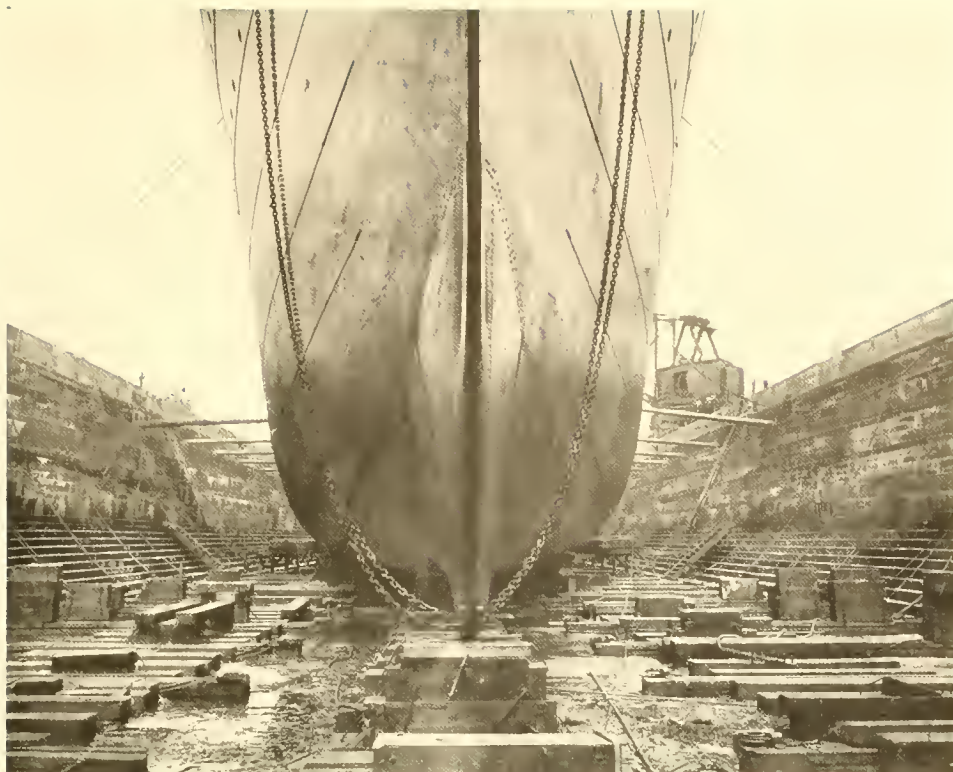


Photo by Replogle.

U. S. S. "DeKalb," at Navy Yard, September, 1918, showing Paravane Skeg.

Major ships were repaired, placed in commission and manned at the Navy Yard. The big interned German raiders, the *Kronprinz Wilhelm* and the *Prinz Eitel Friedrich*, afterwards bearing the names of two revolutionary heroes of German birth, sailed from Philadelphia as the U. S. S. *DeKalb* and U. S. S. *Von Steuben* for overseas ports crowded with the first complements to leave this section.

The losses suffered by our Allies made the need for mine-sweeping vessels in European waters imperative. The District was requested to furnish its quota of such vessels, and the *City of Leves*, S. P. No. 333, and the *Rehoboth* (sunk), S. P. No. 334, intended for district use, were designated for duty overseas.

In addition, the U. S. S. *Alcedo* was placed in commission on April 20th, and was sent to the war zone, where she was later torpedoed and sunk. The U. S. S. *Chipper*, S. P. 1049, and two scout patrol vessels, the U. S. S. *Elf*, S. P. 31, and the U. S. S. *Little Aie*, S. P. 60, were fitted out and transferred to the Fifth and Seventh Naval Districts, respectively. The U. S. S. *Sialia* and the U. S. S. *Lyndonia* were also fitted out and assigned to duty elsewhere, the latter returning some months later, renamed the U. S. S. *Vega*.

The U. S. S. *Henderson*, a navy transport, built at the Philadelphia Navy Yard, was completed with despatch, and sailed on her maiden voyage with no trial trip, except that between Philadelphia and New York. Everything proved so satisfactory that she was immediately employed in transport duty. About the same time that the U. S. S. *Henderson* sailed, the 5th Regiment of Marines, commanded

by Colonel C. A. Doyen, U. S. M. C., embarked at the Navy Yard. This contingent was distributed on the U. S. S. *St. Louis*, U. S. S. *Charleston*, U. S. S. *Hancock* and the U. S. S. *DeKalb*, which was making her maiden voyage under American colors. At New York, the marines on the U. S. S. *St. Louis* and the U. S. S. *Charleston* were transferred to the U. S. S. *Henderson*, which transported them to France.

Every available piece of ground at the Navy Yard was utilized, and there sprung up in record time a seaman's barracks, a well-organized hospital, and a naval aircraft factory that was destined to turn out naval air-fighting machines for duty at home and abroad. Such open spaces as were available were piled high with stores destined for overseas, and gigantic storehouses supplemented those at the Navy Yard, which were soon found to be totally inadequate for the demands made upon them. Every available docking space was crowded with ships under repair, being outfitted, or loading with stores.

The imperative necessity for the maximum number of destroyers to operate in European waters gave precedence at the Navy Yard to work done on this class of vessels.

When the U. S. S. *Stewart*, U. S. S. *MacDonough*, U. S. S. *Hull* and U. S. S. *Hopkins* arrived, on the last day of the year of 1917, at the Navy Yard, they were immediately inspected and a conservative estimate was made of the time necessary to place these vessels in condition for offensive operations abroad, and for the transatlantic cruise necessary for them to reach their base of operations. It was found that at least two months would be required to complete the repairs thought necessary according to pre-war standards. The reception of this report by the chief of naval operations brought from him a characteristic reply as follows:

"Delay of two months in fitting out destroyers of Divisions A and B may defeat object of present orders, as the need of our destroyers in European waters is immediate. (Thirty-six hours after receipt of orders, U. S. S. *Alywin* sailed for distant service, and the department hopes to receive a similar hearty reply from Divisions A and B.) It is the desire of the department that as many of the destroyers of these divisions as possible proceed to the Azores within one week and with the assistance of the U. S. S. *Prometheus*, to equip there for duty in French waters. The U. S. S. *Stewart* shall inform the department of the destroyers that can sail from Philadelphia as soon as the ice clears, and also of the dates that the remaining destroyers can follow."

This compelling appeal caused an immediate revision of the plans that had been made, with the result that on the following day the chief of naval operations was advised that the U. S. S. *Stewart*, the U. S. S. *Hopkins*, the U. S. S. *Paul Jones*, the U. S. S. *Worden*, and the U. S. S. *MacDonough* would be ready to sail from the Navy Yard on January 15th, two weeks after the majority of them had arrived for overhaul. He was advised that the U. S. S. *Hull* would follow on the 1st of February and the *Preble* on February 15th.

Considerable of the time required for the overhaul was consumed by repairs of damage sustained from ice, during the passage of these vessels from Hampton Roads to Philadelphia.

The same speed demanded in the outfitting of combat ships was also expected in the conversion of merchant vessels to naval auxiliaries. On the last day of the year 1917, the department outlined its policy in this particular, as follows:

"The conversion of merchant vessels to naval auxiliaries and their upkeep

shall be considered of the greatest importance, and every energy and resource shall be used to obtain this end. Vessels must not be unnecessarily delayed and only repairs that are demanded by sanitation, safety and efficiency of vessels should be undertaken for immediate accomplishment. Desirable alterations should be laid out so that they may be undertaken while vessels are in port between cruises."

This policy prevailed in the taking over and the outfitting of ships subsequently operated by the Navy for the several governmental accounts, and vessels that were taken over and operated directly by the Navy. To this end the resources of the Navy Yard and of the large shipyards were utilized to the fullest. At the same time this work was so arranged as not to interfere with the new construction so urgently needed.

The urgency of repair and outfitting work at the Navy Yard and other causes resulted in the suspension of actual construction work, for a time, on the program of combat vessels. Resumption of work on the necessary ways, buildings, etc., for this purpose was as prompt as circumstances would permit.

The Fourth Naval District assisted in and was responsible, to a great extent, for the assembling, organization and shipment of the material and personnel for the Northern Bombing Group, a naval aviation unit which operated in the northern part of France, near Calais, and which bombed the German U-boat bases at Zeebrugge, Bruges and Ostend.

This group had a personnel in the field of about 2,000 men, marines and blue-jackets, and nearly all of the latter were selected and assembled on the receiving ship in the Navy Yard. The material for the group was also assembled on the docks of the Yard. This included about 200 planes, DH-4 type, equipped with Liberty motors which were constructed in the United States, assembled and boxed for shipment from Philadelphia.

This group operated under the general direction of Vice-Admiral R. Keyes, R. N., commander of British Naval Forces operating against the Belgian coast; headquarters, Dover.

The late fall and early winter of 1917 saw many ships actually engaged in overseas transportation, both of troops and supplies, and on December 27th, at 1 P.M., the U. S. S. *Stockton*, the first of the new type of destroyers to be delivered during the war, arrived at the Navy Yard from the William Cramp & Sons Ship and Engine Building Company, where she was constructed. She was placed in commission immediately and sailed three days later.

The contribution made to depleted world shipping by the yards bordering on the Delaware River, and the construction of various types of war vessels, constitute one of the most effective coincident war efforts prosecuted in the District. The early establishment of the Hog Island Plant of the Emergency Fleet Corporation on the Delaware River, south of Philadelphia Navy Yard, and the governmental control exercised over every other yard, made necessary cooperation easy. There was at all times a close weave of interdependency that made the prompt and efficient performance of the responsibilities imposed upon the Commandant a matter of prime importance. The taking over, outfitting and manning of the ships, the inspection and testing of their radio equipment, the movement of hulls before they were able to operate under their own power, might be enumerated as among the most important.

The successful operations of enemy submarines in the vicinity of the Azore

Islands prompted the Government to secure from the Portuguese Government a concession which enabled this Government to establish naval bases on these islands.

The first shipment of stores and personnel for the new naval bases, established at Ponta Delgada and Horta Fayal, were transported from the Navy Yard, Philadelphia, aboard the U. S. S. *Hancock*. When the *Hancock* sailed, she flew the flag of Rear-Admiral Herbert O. Dunn, who was assigned to command the naval forces operating in the Azores.

On December 21, 1917, the department directed the loading of the *Hancock* and instructed that she should proceed to Ponta Delgada, where stores and personnel for that base were to be unloaded. Upon completion of the discharge the *Hancock* was directed to proceed to Hampton Roads, Va.

The U. S. S. *Beale* and the U. S. S. *Terry* were detailed as escort for the U. S. S. *Hancock* and were further directed upon arrival to report to Vice-Admiral Sims for duty.

At 11 A.M., January 9th, the *Hancock*, escorted by the U. S. S. *Beale* and the U. S. S. *Terry*, sailed from the Navy Yard, Philadelphia, to the Azores, under escort.

The majority of the ships attached to Detachment 3, Squadron 5, Patrol Force, was outfitted at the Navy Yard for duty overseas. The detachment was commanded by Commander David F. Boyd, U. S. N., with the U. S. S. *Nokomis* as his flagship. The detachment was made up in its entirety of vessels that had been converted for this duty, and at various times between December 17, 1917, and December 22, 1917, the detachment sailed from the Navy Yard for the Azores. The ships included the following:

U. S. S. *Nokomis*, U. S. S. *Concord*, U. S. S. *Gypsum Queen*, U. S. S. *Nahant*, U. S. S. *Mariner*, U. S. S. *Nokomis II*, U. S. S. *Barneget*, U. S. S. *Montauk*, U. S. S. *Penobscot*, U. S. S. *Lyndonia* and U. S. S. *Venetia*.

Changes in the characteristics of certain battle cruisers made available for other service a number of 14-inch, 50 caliber naval guns.

The plan of converting these into land batteries by placing them upon railway mountings resulted in the organization of this unit, under the command of Rear-Admiral Charles P. Plunkett, U. S. N. And the United States Railway Batteries in France subsequently did terrific execution at an effective range of thirty miles and contributed largely to the demoralization and interruption of communication far in the rear of the German lines. In action these guns threw a heavier projectile with greater accuracy and to a greater distance than any guns previously placed on mobile shore mounts.

The gun mounts were constructed in Philadelphia by the Baldwin Locomotive Works, and the material and personnel were assembled in the Fourth Naval District, and shipped from here to St. Nazaire, France, at which port the material was assembled and promptly put into action.

The history of this project from its inception in America until the first shots were fired into German defended territory is an example of the speed that won the war.

The project was first discussed in November, 1917. On December 26th the Bureau of Ordnance instructed the naval gun factory to prepare plans and specifications for the gun mounts, locomotives, cars and other necessary equipment. The work was finished in thirty days.

The equipment included five 14-inch railway mounts, six locomotives and

five complete trains of cars—seventy-five in all. Bids were opened February 6th, but were rejected because of the time of delivery demanded. On February 13th new bids were submitted and the awards made the same day. The Baldwin Locomotive Works undertook the delivery of the gun cars by June 15th.

The first mount was completed and moved from the Baldwin Shops on April 25th, seventy-two days from the day of the award, and the last of them one month later or ten days ahead of the contract time. All the cars and special equipment were delivered June 1st, only 155 days from the time the project was conceived.

General Pershing directed the shipments of the expedition to St. Nazaire. The first shipment was made June 20th. Trained personnel had been assembled and preceded the material. The first shipment arrived overseas July 8th, and the last of it on July 21st. Erection work began July 20th, and the first gun train left for the front August 17th.

The first gun fired was on September 5th, and continued in action until the signing of the armistice.

The guns weighed ninety-eight tons each and fired a projectile weighing 1,470 pounds with a range of twenty-eight miles.

The mobility of the guns heightened the impression of the Germans that the Allies were equipped with hundreds of them. They were extremely effective in interrupting vital supply railroads and main lines of communication.

The winter of 1917-18 was the most severe in more than a decade, and despite ice conditions in the Delaware River that were almost unprecedented, the steady progress of navy ships and of transports was uninterrupted.

But few of the district vessels, however, were able to operate, and many of those of wooden construction were of necessity laid up out of reach of the ice packs that extended for miles to seaward. Such vessels as could possibly be expected to operate under these conditions were kept in service and it is worthy of mention that despite the rigors of the winter, patrols were maintained in the defensive area, at the harbor entrance and well off shore, without interruption. This work was carried on by the following scout patrol vessels: U. S. S. *Emerald*, S. P. 177; U. S. S. *Susanne*, S. P. 510; U. S. S. *Absegami*, S. P. 371; U. S. S. *Gairola*, S. P. 436; U. S. S. *Edorea*, S. P. 549 and U. S. S. *Victor*, S. P. 1995. The severest test was imposed upon the vessels detailed to the offshore patrol. The U. S. S. *Emerald*, S. P. 177, and the U. S. S. *Susanne*, S. P. 510, commanded by Lieutenant Maxwell Wyeth (j.g.), U. S. N. R. F., and Ensign Samuel Wetherill, U. S. N. F., respectively, are deserving of high commendation for the maintenance of this duty, which required them at times to proceed to their stations through ice floes extending eight miles to seaward. The mine-sweeping fleet, consisting for the main part of converted fishing boats, swept the entrance to Delaware Bay throughout the winter, whenever weather conditions made it possible.

The vessels depended upon for offensive and defensive action were of great variety both as to size, construction and power plants. At the outbreak of hostilities any vessel that could be utilized was taken over. These included steam yachts, steam tugs, steam fishing boats and pleasure craft, with almost every make of gasoline motor represented. The upkeep of this machinery constituted one of the greatest problems. It was impracticable to keep in stock repair parts for every

make represented, and in this connection a machine and repair shop established at Cape May did excellent work.

Later, when subchasers were made available, it was possible to standardize repair work for them. Considering the demands made upon all the vessels, the consistency of performance is remarkable, and is a tribute to the engine room forces of this fleet. That some of them weathered conditions that they were forced to meet was a surprise to even those who manned them and a tribute at the same time to the efficient manner in which they were handled. But one vessel, the *Annie Gallup*, a mine sweeper, was totally lost out of the entire fleet that operated for a period of nearly twenty months.

The durability and cruising of the subchasers are also worthy of note. Nearly all of those attached to this district have covered over 12,000 miles since they were commissioned.

A coastal air station was established at Cape May early in the war and manned by the United States Marine Corps. On December 4, 1917, it was taken over by the Navy, and operated as a patrol station for the protection of the coast against depredations by hostile submarines. At this time, Cold Spring Inlet was completely frozen over so that no flying could be done, and this condition prevailed until the latter part of the month of February, 1918.

As soon as the weather conditions became at all favorable for flying, ten additional pilots were ordered to the station and the complement was raised to 238 men. Twelve R-type seaplanes were at the station and in operation. Systematic patrols were established when definite information was received that enemy submarines might be expected off the coast. These machines were equipped with Mark-3 bombs for offensive purposes. The patrols normally consisted of two machines, although at times four traveled in company.

Paralleling the District activities, but in a sense separate from them, were what might be considered the overseas contributions. Philadelphia, the district headquarters, was one of the ports of embarkation, and through it during the entire progress of the war there flowed personnel and a vast quantity of stores and supplies manufactured in Philadelphia and its environs. The systematic and efficient handling of these stores and the outfitting and commissioning of the ships taken over, constructed or operated for the army and navy account, brought into being the Naval Overseas Transportation Service. This service was created by chief of naval operations, January 9, 1918. Commander F. W. Hoffman, N. N. V., was ordered as District Supervisor on January 21, 1918, and continued as such until relieved by Commander M. H. Simons, U. S. N., on September 2, 1918.

The safe routing of ships overseas required secrecy and the closest cooperation between this country and the forces abroad, and it was early recognized that this was an activity that required the cooperation between naval district and naval forces abroad so that the locality of every navigation menace might be avoided and every system of safeguarding overseas convoys might be utilized. This prompted the creation of routing offices in each naval district. On June 2, 1917, Captain F. S. Van Boskerck, U. S. C. G., was appointed American Routing Officer.

All vessels leaving port were required to report to the ship routing office, prior to putting to sea. From the day of its creation until the submarine activities commenced along the coast, the routing officer's functions were limited to the dissemination of information to outbound shipping, and until the distribution of

confidential publications was taken over in its entirety by the issuing officer acting under the direction of the district communication superintendent, the routing officer issued to American vessels, other than commissioned navy ships, such confidential instructions as the department desired them to receive. The actual routing of ships overseas was done by the British routing officer of this port, Lieutenant-Commander R. H. Reade, R. N. R.

All vessels bound overseas, however, were given such information as was in the possession of the district authorities relative to enemy raiders, movements of submarines, locations of mines, and obstructions to navigation. All ship owners, masters, customs officials and shipping agencies were advised of the contents of the circular letter of instructions issued May 1, 1918, by the chief of naval operations, relative to the steps to be taken for the protection of shipping in the event of enemy submarine activity on the Atlantic coast. The British routing officer was invited into conference, and when it became necessary for the district authorities to assume control of coastwise shipping to save it from the danger of enemy mines or from contact with enemy submarines a perfect system of coastal routing had been devised.

On June 3, 1918, the department directed the Commandant to assume control of coastwise shipping, and handle traffic in accordance with the instructions previously given.

Coastal routings were made effective immediately and continued until October 16, 1918, when routing instructions were revoked. Subsequent to this date, however, shipping was routed so as to avoid known mined areas.

Supplementing the system of coastal routings were the speaking stations established on Five Fathom Bank Lightship and Fenwick Island Shoal Lightship. These light vessels were equipped with radio, and necessary day and night signaling apparatus gave routing directions to passing ships. These signals were put in effect September 16, 1918. In addition, a vessel was constantly stationed at McCries' Shoals Buoy on the same duty. This vessel gave information to ships proceeding inbound on courses that would not take them in the vicinity of the lightships previously mentioned.

Winter Quarter Shoal Light Vessel was equipped with a special large size light for distance signaling, thus enabling ships to pass well inside of the light vessel.

The policy carried out in the main was as follows: First, that shipping was not to be delayed by the activity of submarines. Second, that they should be directed through areas that had been swept, and which were reasonably certain to be free of mines. Third, that shipping should not be unduly alarmed by unauthenticated reports of enemy activity, and fourth, that they should be given the maximum protection possible by convoys.

The sinking of the Diamond Shoal Light Vessel by a submarine led to the belief that light vessels in this district would share the same fate, and during the entire submarine activity these ships were afforded as much protection as was consistent with the other military necessities of the district, and with the complement of vessels that was available. Submarine patrols were established for a time in the immediate vicinity of the lightships, upon the assumption that such location would be the likely one to make contact.

It is worthy of mention that no ship routed out of the district suffered any mishap, and the only sizable ship that was lost inbound after routing instructions

were effective was the U. S. S. *Saelia*, which at the time was out of the routed channels.

As soon as it was definitely determined that enemy submarines were operating in this district shipping was afforded the protection of convoys.

Convoys proceeding south were escorted by the vessels of the Third Naval District to the vicinity of Barnegat Light, where these craft were relieved by vessels of the Fourth District, and in turn escorted to the vicinity of Winter Quarter Lightship, where the escort was in turn assumed by ships attached to the Fifth Naval District.

The same practice prevailed for northbound convoys. The commandant of the district in which the convoy was made up arranged with the next adjacent district for the relief of his escort, and each succeeding district arranging in turn for its relief. These arrangements were made through the communication service, details of the convoy, the meeting places, and other matters of a confidential nature being transmitted in code.

The successful consummation of this work meant that a considerable fleet of escorting vessels, usually subchasers of fair speed and fair armament, should be available at all times, and in many cases it meant that they had no sooner returned to the base for fuel and supplies than they were ordered out on new duty. The escorts were furnished under all circumstances, except in the most violent weather, when the navigation of these small ships was impossible.

The successful meeting of convoys, one relieving the other, was a good test of the seamanship of the men.

The use of radio to make contact was seldom resorted to, and the fact that both the escorted vessels and the convoying chasers ran without running lights made these meetings in absolute darkness doubly difficult.

It is a matter of congratulation that no ship escorted through the waters of the Fourth Naval District suffered any mishap, and while no convoy was attacked, it can be safely said that the presence of these miniature men-of-war meant security to the very essential cargoes, both in men and material, that were frequently being transported up and down the coast.

From the day that the escort system was inaugurated until the day it was no longer felt to be needed, convoys were escorted through the waters of the Fourth Naval District northward and southward.

The spring of 1918 found the Fourth Naval District thoroughly organized for offensive and defensive purposes. In November, 1917, two subchasers, the No. 209 and the No. 211, were added to the District forces, and these were the first vessels especially built for submarine work available in the District to date. In the months that had elapsed the section base at Cape May and at Lewes, Delaware, had been thoroughly organized and equipped. The training camp at Wissahickon Barracks was finished and a steady flow of trained personnel was furnished to ships both in and out of the district. There were attached to the District forty-two scout patrol vessels, a great variety of craft of varying sizes, most of which were equipped with gasoline motors. In addition, there were ten vessels used as mine-sweepers. On March 19, 1918, the coast guard cutter *Hasca* was assigned to the District and she was followed on April 25th by the coast guard cutter *Morrill*. In addition there was the lighthouse tender *Iris* and the lighthouse tender *Woodbine*. In March the subchasers 71, 72, 73, 74 and 144 reported for duty, and in June

the subchasers 180, 210 and 212 were added to the District complement. As soon as weather permitted, all the wooden section patrol vessels were restored to duty, having been overhauled during the winter. A strong harbor entrance patrol was maintained off the mouth of the Delaware Bay. A listening patrol established July 19, 1918, was maintained daily by two vessels until the signing of the armistice. The normal war activities, including investigations of mines sighted, of submarines reported and assistance to vessels in distress, kept the larger vessels constantly on the go. The end of the winter of 1917-18 found the section bases thoroughly equipped to keep the floating equipment in operation. Efficient personnel had been assembled to operate machine shops and repair shops at Cape May, and throughout the war the district forces based at Lewes and Cape May found their facilities sufficient for all purposes except where extraordinary repairs were necessary. The district forces had participated in target practice and squadron maneuvers and proficiency in signaling and radio communication was brought to a high standard of efficiency. The personnel engaged in the operation and upkeep of the engines became highly proficient in their several duties.

Realization of what had been accomplished by intensive training and experience inspired the confidence that these forces would rise to any emergency with which they might be confronted. When the war had been in progress six months, reports that German submarines were on their way to bombard the American coast were received with credence. As early as October 2, 1917, the office of naval intelligence advised that twenty submarines of the *Deutschland* type were reported to be leaving Germany early in October in two divisions. The information then had indicated their objective to be in the neighborhood of Hampton Roads, Va., and Pensacola, Fla. At that time it was believed necessary for enemy submarines to be refueled on this side and the information further indicated that shortly after their arrival they would proceed to a Mexican port for oil and then northward to engage in military operations. The necessity of a mother ship was also assumed, and it was believed that a vessel of neutral register would assist the submarines at a prearranged rendezvous. This plan was not put into operation by the German naval authorities, but every possible precaution was taken, and the receipt of this information prompted the establishment of land batteries at Cape May. The army authorities mounted six-inch coast defense guns at Cape May and at Lewes, and the jetties at Cold Spring Inlet were fortified by a six-inch naval gun.

In December of 1917 the District was warned that if enemy submarines attempted to operate off the Atlantic Coast efforts might be made to decoy merchant ships by false S. O. S. calls, and the District authorities were cautioned to determine the authenticity of all such messages received. Although no enemy activity developed at this time, the vigilance of patrols was maintained and every shore radio station was constantly on the alert to intercept any message that might indicate enemy submarine activity. On May 16, 1918, the department advised that enemy cruising submarines might be encountered anywhere west of the 40th degree of longitude, and stated that this information was based upon contact that had been made. Immediately upon receipt of this information the section bases at Cape May and at Lewes were advised to keep a sharp lookout and be on the alert. Admiral William S. Benson, chief of naval operations, made

a flying tour of inspection of the outlying bases of the District and of the Navy Yard, Philadelphia, on May 16, 1918.

On the same day the department advised that a United States submarine had been ordered to the Fourth Naval District.

The first definite information of the activity of the German raider was received by radio on May 19th at 12.11 p.m. Atlantic City Radio intercepted an S. O. S. from the British steamship *Nyanza*, advising that she was being chased, and gave her position as latitude 38 degrees 28 minutes north, longitude 70 degrees west. That the submarine was proceeding westwardly into the waters of the Fourth Naval District was indicated by information received on May 20th from the master of the ship, *J. C. Donnell*, who upon his arrival at Lewes, Delaware, on that day, reported that his ship's radio intercepted a message from the American steamship *Jonancy* on May 19th, advising that she was being torpedoed and giving her position as 150 miles east of Winter Quarter Shoals. On May 21st at 11.15 a.m. the Canadian Government steamship *Montcalm* relayed to Cape May Radio a radio received from the steamship *Crenella* advising that a submarine had been sighted in latitude 37 degrees 50 minutes north, longitude 73 degrees 50 minutes west. At 1 p.m. on the same day the same ship advised that the *Crenella* had escaped. All of this information was immediately disseminated to the section bases and to the forces aloft, and the commanding officer of the coast defenses of the Delaware advised that merchant vessels had reported a German submarine proceeding towards the coast.

In addition to the regular patrols maintained at all times, several searching patrols of subchasers were ordered, whenever practicable, to the several positions given in S. O. S. messages received. Subsequent information indicates that as the submarine approached the coast she picked as her prey sailing vessels not likely to have radio. That this was the policy of the commanding officer of the enemy submarine was confirmed by information subsequently received and by interviews had with the crew of the American schooner *Edna*. That schooner cleared Philadelphia on May 17th and sailed from the Delaware Breakwater on May 24th, passing Fenwick Island Lightship about noon. At about 1.30 p.m. on May 25th the schooner was fired on by a German submarine, which afterwards proved to be the U-151. The enemy vessel overhauled her, removed the crew to their vessel, bombed the schooner, and after leaving her in an apparently sinking condition, submerged and went in quest of other vessels. The *Edna* did not sink, but was taken in tow by the Clyde Line steamer *Mohawk* near Winter Quarter Shoal Lightship. The schooner's towing bitts carried away and she was abandoned by the *Mohawk* and subsequently picked up by the tug *Arabian* and towed into Philadelphia, arriving May 29th. Investigation made by the aide for information disclosed that there were two holes in the vessel's hold, twenty to thirty inches in diameter, above the turn of the bilge, evidencing an external explosion. A time fuse was found, the extreme end of which was shattered by an explosion. On June 6th the master of the *Edna* arrived in Philadelphia and was examined by the aide for information. From him it was learned that the damage to the schooner was inflicted by the crew of the U-151. Upon reaching the U-151 the master of the *Edna* found already aboard her the masters and crew of the schooners *Hattie Dunn* and *Hauppauge*. Both of these schooners had been sunk and the crews taken prisoners. It was learned that the *Hauppauge*

had been bombed and sunk in latitude 37 degrees 46 minutes, longitude 75 degrees 5 minutes. On June 2d at 10.30 A.M., they were placed in a boat taken from another vessel just sunk, and set adrift seventy miles east of Atlantic City, N. J., and allowed to make their way to land. The description of the submarine as given by Captain Gilmore was most complete and proved that the U-151 was armed with two 15-centimeter Krupp guns, each about twenty-seven feet long, and that the vessel was also equipped with mines. Valuable information as to the submarine's dimensions, her personnel, her movements and destination were obtained and forwarded to the department. The Fourth District, therefore, was the first to establish definitely the identity, characteristics and other important information as to the first German submarine to operate off the Atlantic coast.

This information was disseminated to all naval forces by the department on June 7th and the military characteristics of the German submarine U-151 were given as follows: length, 213 feet; breadth, 29 feet; surface draft, 14 feet; displacement, surface, 1,700 tons; submerged, 2,100 tons; engine, 1,200 horsepower; speed, eleven and a half knots an hour, surface; eight knots submerged; fuel storage, 250 tons; endurance, 17,000 miles at speed of six knots an hour on the surface, fifty miles at speed of seven knots an hour submerged; armament, two six-inch guns, two twenty-two pounders; one machine gun, six torpedo tubes, four in the bow and two in the stern; complement, eight officers, sixty-five men; type, *Deutschland*, vessel converted merchantine submarine type; ammunition capacity, limited number of torpedoes, maximum twelve, may be equipped to carry and lay forty mines; 400 rounds of ammunition for each gun.

On May 28th, Cape May Radio received radio information from the steamship *Adelheid*, that she had sighted a submarine in latitude 36 degrees 45 minutes north, longitude 73 degrees 38 minutes west.

The depredations of the enemy raider continued, the ship making its appearance at first one place and then another. The *Isabella B. Wylie*, a schooner of 775 tons gross was bombed on June 2d in latitude 39 degrees 10 minutes north, longitude 73 degrees 7 minutes west, and the same day the schooner *Winneconne*, of 1,869 tons gross, was destroyed in the same manner in latitude 39 degrees 26 minutes north, longitude 72 degrees 50 minutes west. The following day the schooner *Jacob Haskell*, 1,778 tons gross, was sunk by bombs fifty miles east true of Barnegat Light.

The American Steamship *Terel*, operated by the United States Shipping Board, encountered the enemy at 4.21 P.M., Sunday, June 2d, in latitude 38 degrees 58 minutes north, longitude 73 degrees 13 minutes 30 seconds west. The submarine announced her presence in the vicinity by a solid shot fired over the vessel. The ship was immediately manoeuvred in the manner prescribed in war-time instructions and the aggressor was brought directly from the stern of the *Terel*, headed full speed ahead. A shrapnel shell was next fired which exploded on the water to the starboard of the vessel. The first and second shots were fired at a range of approximately 2,000 yards.

The Master of the steamer *K. B. Lourie* reported subsequently that a second submarine came to the surface directly ahead of the *Terel*, 1,500 yards distant. With two enemy vessels, one on his bow and the other astern, the Master decided to heave to, rather than expose his crew to injury or loss of life. Two additional shots were fired by the submarine engaged in the stern chase, the first

hitting a lifeboat on the starboard side under the bridge, carrying it away and shattering the starboard wing of the upper bridge. The second shot passed about 100 yards forward of the bow and exploded. Twenty-five minutes after the submarine was first sighted an under-lieutenant and three German seamen boarded the vessel and demanded the ship's papers. All papers and Navy instructions had been thrown overboard during the attack. The ship was abandoned with Absecon Light bearing 295 degrees true, distance fifty-eight and one-half miles. Three bombs were set at the base of each mast and others in the engine and fire rooms. The master left the ship with a German naval officer of the rank of lieutenant at 5.10 p.m., the passengers and crew previously having shoved off in the ship's boats. At 5.18 p.m. the bombs exploded and the ship sank rapidly by the stern, listing to starboard and going under the surface completely three minutes afterwards.

The submarine disappeared in the haze, running on the surface, taking a course east-southeast.

The Master adrift in one of the ship's boats heard firing at 6.20 p.m. and again at 7.20, but had no knowledge of what had transpired. No vessel was encountered by the boats of the *Terel* as they proceeded toward the shore. On June 3d the boats were beached at Absecon Light and the survivors, thirty-six in number, were landed at Atlantic City, where they were met by coast guards, and arrangements made for their accommodation during the night. The description of the submarine tallied in general with that given by previous victims. This was the first instance of where two submarines were reported acting in company. All of the passengers and crew of the vessel were saved.

The firing heard by the survivors of the *Terel* at 6.20 p.m. was in all probability the shots fired at the steamship *Carolina*, proceeding from San Juan, Porto Rica, to New York. The steamer, which belonged to the Porto Rican Steamship Company, was halted by three shots fired over her bow and by two shots over the stern at about 6.15 p.m. the same day. At the time of the attack the ship was in latitude 39 degrees 10 minutes north, longitude 73 degrees 7 minutes west. When the ship hove to the submarine came alongside and ordered that the ship be abandoned immediately. Captain Barber, the Master, disembarked the women and children who were passengers in the first boats. As each boat was loaded it was directed by the submarine to lay astern of the *Carolina*. Three shells were fired into the ship amidships and others into the bow at short range. She immediately began to settle, going down bow first at 8.15 p.m. The crew of the German raider lined the decks, waved a farewell and disappeared in the mist. The ship's motorboat took the lifeboats in tow, but after a short run the towing line parted and the lifeboats became separated from the motorboat in the fog. Twenty-nine survivors landed through the surf at the foot of South Carolina Avenue, Atlantic City, N. J., at 1.45 p.m. on June 4th. This number included eight women passengers and ten men passengers and eleven of the crew. Sixteen men and two women were picked up by the British Steamer *Appleby* and brought into Lewes, Del. Sixteen were lost from one lifeboat that capsized at 12.15 a.m., Monday, June 3d. The other boats that reached land survived a violent summer storm that tossed them about during the early hours of the morning of June 3d.

While the ship's boats were making their way to land they were sighted, on June 3d, twenty miles southward off Barnegat, steering westward by the S. S.

Mexico. Late that night the *Carolina*, before being sunk, reported by radio that she was attacked and that she had stopped. Unfortunately, however, the ship failed to give her position, and a request for this information from Navy Radio, Cape May, evidently reached the ship after her capture. The commanding officer at the Section Base at Lewes was directed to stop all outgoing vessels, and the Commander of Cape May Section reported that all men away from base had been recalled, and all vessels at the base had been ordered to stand by for immediate sea duty.

The U. S. S. *Rathburne* was ready to proceed on her trial trip the following day. That the ship might be equipped for offensive and defensive purposes, even before she was commissioned, one hundred rounds of four-inch ammunition was placed aboard of her together with depth charges, and the officer detailed to command her was instructed to use his own judgment as to taking command in an emergency.

The port of Philadelphia was closed temporarily on June 4th, until such time as all outgoing ships could be afforded the protection of convoys, and until the Commandant was assured that the channels to sea were safe and free from mines.

The schooner *Samuel C. Mengel* was destroyed by bombs in latitude 38 degrees 8 minutes north, longitude 73 degrees 38 minutes west on June 3d. The Norwegian Steamship *Vinland* was sunk June 5th, in latitude 36 degrees 32 minutes north and longitude 73 degrees 58 minutes west. On the same day the *Carpathian* was chased in latitude 36 degrees 16 minutes north and longitude 74 degrees west and the *Eidsvold* was bombed and sunk in latitude 37 degrees 12 minutes, longitude 73 degrees 55 minutes.

On June 8th an underseas craft was reported in latitude 36 degrees 2 minutes north, longitude 71 degrees 20 minutes west, and on the same day it sunk the steamer *Pinar del Rio* in latitude 37 degrees 42 minutes north, longitude 73 degrees 56 minutes west. Subsequent to this date, for a time, the enemy raider pursued her activities in other waters. The alarm given to shipping gave rise to many false rumors that were amusing except for the fact that it involved ceaseless activity on the part of patrol vessels in running them down. A dead whale, sighted two miles north of McCries Shoals Buoy, was once reported as a well-authenticated submarine.

The Commandant was warned that the enemy might resort to the old trick of scattering dummy periscopes at sea, and in certain instances it was believed that mines might be attached to these false periscopes in the hope of attracting a ship into a danger zone in an attempt to ram the supposed submarine. To heighten the interest in the search for a submarine base, if such did exist, the Secretary of the Navy, on June 19th, offered a reward of a thousand dollars to any person who might furnish authentic information which would lead to its location.

The Department received information which led to the belief that a submarine base existed in the back sound north of Cape May. This report was investigated on August 23, 1918, and found to be without foundation. The entire vicinity of Cape May was so thoroughly patrolled that the establishment of such a base would have been impossible even had there been water sufficient and it had been possible to elude the naval patrol maintained.

Up to this time the district was without the services of a vessel of the destroyer type. On June the 4th the U. S. S. *Walke* was instructed to take up patrol on a

line adjoining the following limits: Latitude 39 degrees north, longitude 74 degrees 10 minutes; latitude 31 degrees 20 minutes north, longitude 71 degrees 35 minutes. The *Wake* was detailed to escort the steamer *Czar* and the U. S. S. *Malsonia* from the Delaware Breakwater to Winter Quarter Shoals on June 5th, and subsequently she was attached to the district and operated under the direction of the Commandant in prosecuting searches for submarines.

A capital ship of the Navy was only once attacked within the waters of the Fourth Naval District by an enemy submarine. At 5.15 a.m. on June 9th the U. S. S. *South Carolina* was in latitude 38 degrees 26 minutes north, longitude 71 degrees 10 minutes west, when a periscope was sighted and fired upon. The *South Carolina* was escorted by subchaser 231, which immediately headed for the periscope, discharging depth bombs from her "Y" guns over the spot where it had submerged. The *South Carolina* proceeded at full speed and made her escape. The position of attack was fixed as 110 degrees true from Fenwick Island Lightship, distant five miles. The submarine sighted was evidently proceeding south at the time of the attack, as the Norwegian Steamer *Luna* reported at the Delaware Breakwater, the same morning, that she had sighted a submarine at 2 a.m. ten miles east-southeast from Winter Quarter Shoal Lightship. Every precaution had been taken to insure the safety of the ship in approaching the Delaware Breakwater. The approach channels had been swept and subchasers had been detailed to escort the battleship in, and mine sweepers sent out to meet the ship and sweep ahead of her as she proceeded. She was further warned by radio to avoid the vicinity of Overfalls Lightship.

These precautionary measures against mines were dictated by the fact that six days previous the steamship *Herbert L. Pratt*, an oil tanker, struck a mine in the neighborhood of Overfalls Light Vessel while proceeding toward the Delaware Breakwater. The damage to the *Pratt* was the first occasioned by enemy mines laid in the waters of this district. The vessel was proceeding to the shelter afforded by the Harbor of Refuge at the Delaware Capes in accordance with radio warnings sent broadcast, advising that enemy submarines were operating off the coast, and directing all ships to make the nearest port.

When Overfalls Lightship was bearing N. by E., $3\frac{1}{4}$ E. and Cape Henlopen W. by N., $7\frac{1}{2}$ N., both magnetic, at 3.35 p.m., the ship suffered severe vibrations from a slight explosion. At first it was believed that she had been torpedoed, but the Boards of Investigation appointed to determine the cause of the damage determined from the character of the damage done and from all other facts in its possession that it would have been impossible for a submarine to have operated with success in the character of water through which the ship was proceeding at the time.

The belief that the damage was from a torpedo was heightened for the time by a report made by the Commanding Officer of the S. P. 591, *Miramar*, a patrol vessel of the Fourth Naval District, that was in the vicinity immediately after the ship struck. The Commanding Officer of the *Miramar* reported having sighted a periscope wake. He gave chase, firing several shots, after which the surface disturbance disappeared.

The *Pratt* sailed from Mexico on May 26, 1918, commanded by H. H. Bennett, Master Mariner, with a full cargo of crude oil in bulk and a crew of thirty-eight men.

At 3.00 a.m. on June 3d, when off Winter Quarter Shoal, radio warnings of

the operation of enemy submarines were received on board ship by wireless. Every precaution was taken and a sharp lookout kept while proceeding toward the Delaware Capes. Immediately following the explosion the ship was headed toward the beach. The life boats were manned and S. O. S. calls sent by radio that the ship had been either mined or torpedoed. In the fifteen minutes that the ship was able to retain steerage way she proceeded far enough into shallow water so that when she went down by the head her bow rested in ten fathoms, and her stern remained afloat. The ship was then abandoned.

As evidencing the thorough patrol that was maintained the Master of the *Prall*, in his statement made subsequent to the occurrence, may be quoted as follows:

"We then left the ship. Just previous to this I hailed a guard boat, I don't know her name or number, and ordered her to stand by, that I was sinking. This guard boat was approximately 2,000 feet on my port side. He signalled me 'All right.' They stood by until we left in the boats. I was placed aboard the guard boat and the crew was placed aboard the pilot boat. On the return to Cape May we met another guard boat and hailed him. We then turned around and started for Cape Henlopen."

At 3.45 p.m. the following S. O. S. was received at Cape May from the *Prall*: "Overfalls Lightship Delaware Breakwater have struck a mine or am torpedoed."

The patrol vessels referred to by the Master of the *Prall* were the S. P. 591 *Miramar*, the S. P. *Georgiana III*, and the S. P. *Edorea*. These vessels were on patrol in that vicinity and themselves intercepted the S. O. S. and proceeded to the scene. Mine sweepers engaged in sweeping from Overfalls Light Vessel to Five Fathom Lightship, and for a distance of five miles beyond were ordered to return immediately and sweep in the vicinity of the mined steamer.

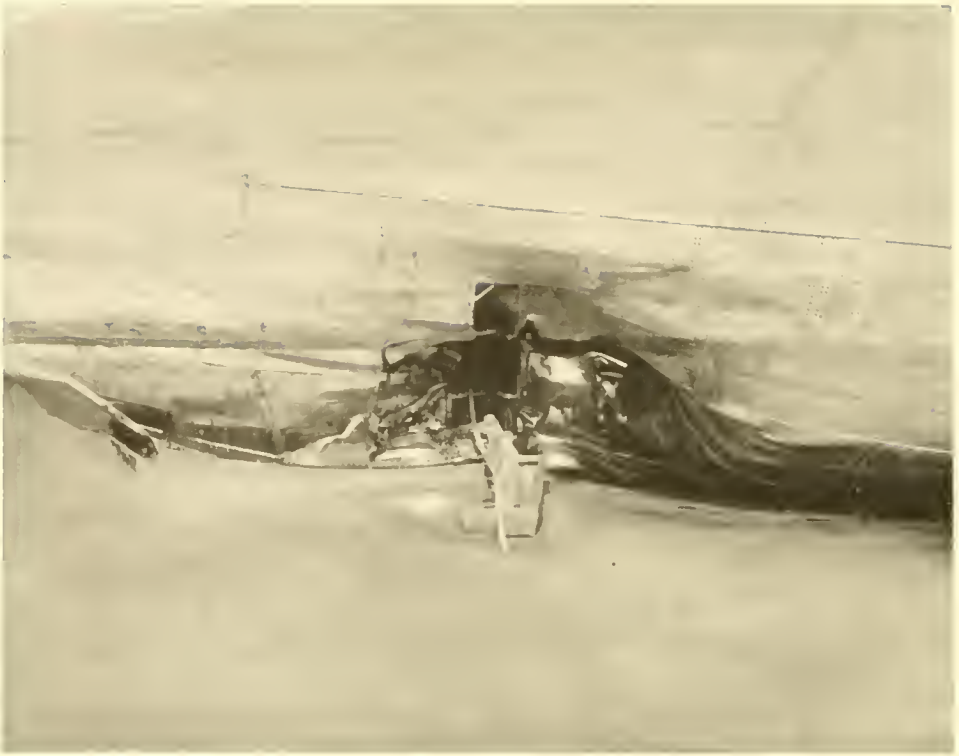
At 6.45 p.m. an object resembling a mine was swept up and the Coast Guard Cutter *Morrill* stood back to examine it. A boat was lowered and the mine photographed by Third Lieutenant Von Paulson. It was subsequently sunk by a shot from a six pounder at a range of one hundred yards. It did not explode. A sea-plane patrolling in the neighborhood signaled another mine two miles to the southward. This was reported by the commanding officer of the S. P. 683 as a moored mine. It was sunk by rifle fire.

The following day the S. P. 684 swept up another mine of the same type, which exploded when hit by a shot from a six pounder. It was located one and four-tenth miles southeast of Overfalls Light Vessel.

On June 9th, while sweeping between McCries Shoal Buoy and Overfalls Light Vessel, a mine was swept up and sunk by a shot from a six pounder at a range of 600 yards. A partial explosion occurred and the mine disappeared.

The U. S. S. *Wisconsin*, which was about to proceed to sea from the Delaware Breakwater, was ordered back, in view of the imminence of danger, and instructed to anchor at Brandywine Shoals. A thorough search in the vicinity failed to show any evidence of the presence of a submarine, other than that seen by the lookout on the *Miramar*.

The following day, due to the efforts of Naval Constructor Davis, the *Prall* was taken in tow by the Navy Tug *Tasco* and brought into the Delaware Breakwater. Naval Constructor Davis happened to be at Lewes, Del., engaged in salvage operations, and his effort and the equipment at his disposal was immediately applied to salvaging the *Prall*. Steam had been kept up on the *Prall* and



Courtesy of the Atlantic Refining Co.

Repairing Damage to the "Herbert L. Pratt."

her pumps were set to work to empty the forward tanks. She was subsequently righted and ran to the Navy Yard, Philadelphia, under her own steam, where she was placed in dry dock and where the following, who were appointed as a Board of Inquiry to determine the cause of the damage, viewed the ship: Armistead Rust, Captain, U. S. N. (Ret.), Senior Member; Maurice G. Belknap, Lieutenant, U. S. N. R. F., Member and Recorder; Ernest L. Bass, Assistant Naval Constructor of Engineers, U. S. C. G.; F. C. Wells, Third Lieutenant, Member; and Joseph J. Tibbetts, U. S. N. Member; Carpenter, U. S. N. R. F., Member.

The conclusions of the board were as follows: A submarine to have fired a torpedo would have had to be operating between the *Pratt* and the Hen and Chicken Shoals. The ten-fathom curves show a sort of funnel-like entrance of deep water from the sea from the southeast to the locality between Overfalls Light Vessel and Hen and Chicken Shoals. This is plainly the channel in which ships enter the bay. For that reason it is plainly a place where mines would be planted by an enemy who had the opportunity to do so. On the other hand, the fact that it was a locality where war vessels of the United States might be expected, would present grave elements of danger to the operation of a submarine in the day time, the water being too shoal to permit diving without danger in case of pursuit. Mines planted in the locality would serve as a menace for a long period unless they were suspected and dragged for. The use of a torpedo would be, of course, more certain, but the operation of a submarine in such a locality at that time of day would present almost prohibitive risks which would make it unlikely that

such a course would be taken. For these reasons the board is of the opinion that the damage to the *Prall* was caused by a mine and not by a torpedo fired from a submarine.

Therefore, the most intensive mine-sweeping operations were carried on. Approach channels were laid out and swept and the regulations for the local control and safeguarding of shipping as set forth in the instructions of operations, under date of May 13th, and as amended by further instructions received on June 5th, were rigidly adhered to. The Department enjoined upon all commandants the heartiest cooperation, especially between districts that were adjacent, in the dissemination of proper information, control of coastwise shipping and in offensive actions against the enemy. These instructions were carried out to the letter, S. O. S. calls received by radio were immediately transmitted to adjacent districts by telephone and subsequently confirmed by dispatch over the leased telegraph lines. The districts were constantly in touch with each other by telephone, so that their activities might not conflict or overlap. Information as to the movements of coastwise shipping was given and every fact of possible value or of possible assistance in the conduct of the campaign was forwarded to adjoining districts for their information. While offensive action was prosecuted to the limit of the resources of the district in the destruction of mines, defensive action was taken so that mines should not be planted by vessels operating under neutral flags. Neutral vessels were boarded and inspected, so as to make absolutely certain that no mine-laying equipment was aboard, and the further direction that neutral vessels were to be followed in and out by patrol boats, and their actions observed, was complied with in certain instances.

It was the opinion of the department at this time that possibly two submarines were operating on the Atlantic coast and the widely separated reports of activities seemed to confirm this possibility. The department's views were expressed as follows: "From the character of these enemy operations, the enemy's mission is estimated to be primarily political with the object of causing us to inaugurate such an offensive campaign as to prevent us placing our naval forces where they will operate to best military advantage. If this estimate of the enemy's primary mission is correct, it is reasonable to expect the enemy submarines to shift their base of operations frequently, both to gain added victims and also to create the impression that more submarines are on this coast than are really here."

The mine-sweeping squadron which carried out these operations at this time was organized early in the war, and among the first vessels taken over were a number of steam powered wooden hulls which had heretofore engaged in the so-called Menhaden fishing operations in waters adjacent to the Delaware Breakwater.

The vessels originally taken over were the *Delaware*, S. P. 467; *Breakwater*, S. P. 681; *Garner*, S. P. 682; *McKeever Brothers*, S. P. 683; *E. J. McKeever*, S. P. 684; *S. W. McKeever*, S. P. 1169; *Fearless*, S. P. 724; *Annie Gallup*, S. P. 694; *Vester*, S. P. 686; *Brown*, S. P. 1050. The vessels were purchased outright and rapidly converted at the Navy Yard to the purpose intended. The latter two after some months' service were detached from this duty, after their unsuitability had been demonstrated.

The U. S. S. *Teal*, mine sweeper 23, and the U. S. S. *Kingfisher*, mine sweeper 25, were added to this fleet on August 20, 1918, the former being constructed at the Sun Shipbuilding Company, and the latter at the Puget Sound Navy Yard.

These vessels were specially constructed for this purpose and their power, seaworthiness and adaptability constituted a considerable contribution to the fleet.

The coast defense cutters *Morrill* and *Itasca* were at various times assigned as flagships of the mine-sweeping squadron.

Exclusive of the flagships, the U. S. S. *Teal* and *Kingfisher*, the ships averaged about 200 tons gross. They were fitted to sweep in accordance with the English system, in pairs, with wire between each boat, and using one kite.

A mine-sweeping fleet was based at Lewes, Del., until May 6, 1918, when it was transferred to Cape May. The limited number of vessels made it necessary in the beginning to sweep prescribed channels rather than definite areas. This channel extended generally from Overfalls Light Vessel to a position one-half mile south of Five Fathom Bank Lightship.

Latterly, sweeping operations were shifted and carried on intensively, as information was received indicating the probable location of mined areas. When the German submarines commenced their operations at the latter end of May, 1918, the mine-sweeping fleet concentrated its efforts upon clearing certain approach routes to the Delaware Bay. Daily sweeping operations covered a distance of from sixty to eighty miles, and to insure the safety of ships a channel 600 yards wide was covered.

The Department early directed attention to the delayed action of German mines, and pointed out that "in connection with sweeping of channels, it is no guarantee that the channel is clear after having been swept the previous day." This involved continuous sweeping, and it was therefore entirely possible that in the wide areas to be covered a mine laid would rise after the identical area had been swept.

The next ship to make contact with an enemy mine within the waters of the Fourth Naval District was the U. S. S. *Minnesota*.

The ship was proceeding to the Navy Yard, Philadelphia, when she struck, at 5.00 a.m. on September 29th, in latitude 33 degrees 11 minutes 30 seconds north and longitude 71 degrees 11 minutes 5 seconds west. She was convoyed by the U. S. S. *Israel*. The mine exploded on the starboard bow below the water line, tearing a hole from thence downward to the keel. The forward compartments were flooded, compelling a reduction in speed to ten knots. The ship proceeded under her own steam and without assistance. Immediately upon her arrival at the Navy Yard at 7.30 p.m. the same day, she was placed in drydock and temporary repairs made, so as to enable her to be undocked at noon on October 2d.

Upon receipt of information that a mine had been discovered in this locality two seaplanes from the Naval Air Station, Cape May, scouted in that vicinity without result, and four mine sweepers, including the U. S. S. *Teal* and U. S. S. *Kingfisher*, swept for a distance of five miles around the position without discovering additional mines.

The majority of mines swept up conformed to the description of those laid out of torpedo tubes by the U-151. The dimensions in the main were diameter 19½ inches, length, exclusive of horns, 4 feet 9½ inches, holding in their center a charge of approximately 200 pounds of trinitrate of toluol. They were usually of the four-horned variety with a single mooring. The varying tactics employed by the mine layers necessitated sweeping of approach routes as far as the hundred fathom curve, and in order to safeguard the routes followed by ships hugging the

coast, to avoid submarines, sweeping operations were necessary from Barnegat south to the vicinity of Winter Quarter Shoals. The immediate vicinity of Northeast End Lightship, Five Fathom Bank Lightship, Fenwick Island Shoal Lightship and Winter Quarter Lightship were constantly investigated by patrol vessels.

Regular sweeping operations were interrupted by the necessity of detailing certain sweepers to investigate localities where mines were reported. Such reports rarely proved to be accurate, and in order that mines sighted might be immediately destroyed by passing ships, the Department on September 18, 1918, directed that all vessels be instructed to sink floating mines by rifle fire, and that steps be taken to determine definitely whether the suspicious object was a mine or not.

Prior to the issuance of these instructions, it had been customary for merchant ships to report the mine sighted, leaving it as a constant menace to any ship that might pass in its vicinity before mine sweepers could reach the locality.

The U. S. S. *South Carolina*, proceeding south at 1.00 p.m. on September 7, 1918, cut off a mine which came to the surface. At the time Barnegat Light was six miles distant, bearing 290 degrees. The coast guard cutter *Morrill*, with two mine sweepers, searched the area, sweeping twelve hours for a distance of eighty-four miles, without encountering anything. A month later, the U. S. S. *Teal* swept up and sunk by rifle fire a mine in latitude 39 degrees 43 minutes north, longitude 74 degrees 1 minute west.

The loss of the U. S. S. *Seatia*, a cargo carrier, operated for the army account, on November 9, 1918, concluded the damage done by enemy mines. The *Seatia* sailed from a French port bound for Philadelphia, and had been given instructions by the American routing officer at the port of clearance, as to the lines of approach to use when nearing the United States coast. By reason of bad trim, foul weather and an accompanying northeast gale, the steamer found herself, on the morning of November 9th, six miles to the southward and westward of the approach line of the inner position, and hauled up to make the lightship. At 8.30 p.m. she struck a mine ten miles south-southeast from Fenwick Island Lightship, one of the many that had been laid by a German submarine from and to the southward and westward of the lightship. Although the ship stayed afloat but a short time all of the crew were saved. A number made their way to the coast south of Cape Henlopen in lifeboats, and the remainder were picked up by S. S. *Kennebec* and subsequently transferred to district vessels hastening to the scene. These latter survivors were landed at the Section Base, Cape May.

A total distance of 1,085 miles was swept in the vicinity of Barnegat. Prior to the signing of the armistice, nine mines were accounted for in this area.

With the signing of the armistice, information was received from Vice-Admiral William S. Sims, commanding the United States Naval Forces in European waters, that charts showing the positions of mine fields in this country had been turned over to the Allies. From this information, it was indicated where mines had been laid in areas located within the Fourth Naval District.

The actual arrival of the enemy off the coast was promptly followed by the assignment by the department of the U. S. S. M-1, an American submarine, which took up a periscope patrol.

Inasmuch as no suitable tender was available, it was determined to base the submarine at the Cape May Section Base and she was accordingly transferred to

Cold Spring Inlet. After minor repairs had been made, she was assigned to patrol an area which would cover the approach to the Delaware Bay. The value of submarines for defensive purposes was realized and the Department was requested to detail two additional vessels of the same type for like duty. The duration of the patrol was fixed as six days.

The operation of the M-1 early emphasized the tremendous responsibility imposed by the operation with safety of our own submarines. While they were instructed to remain submerged during the day and to come to the surface only at night, there was constant danger that they might be mistaken for an enemy craft by patrolling seaplanes. Contact by district vessels was constantly made, and to insure the safety of our own submarines it was necessary that most complete and accurate information should be disseminated to all naval vessels and to adjoining districts so that they might not be mistaken for enemy vessels. The British steamship *Sovereign*, on June 19th, sighted an American submarine and could have sunk her by gun-fire. Fire was withheld when the American flag was displayed, and the fact that she was friendly was confirmed by the action of the submarine in proceeding away from the merchant ship without further action.

On June 25th, the U. S. S. N-7 was assigned to the Fourth Naval District, arriving at Cape May on July 23d, at 1 p.m. She was followed shortly thereafter by the U. S. S. N-4, but due to the salting of her engine while proceeding, she was not available for patrol until repairs had been made.

The U. S. S. *Savannah*, flying the flag of the commander of Division 8, Submarine Force, arrived at the Delaware Breakwater at 11 a.m. on Sunday, August 14th. The ships of this division were rapidly assembled at the Delaware Breakwater, where it was found that the ground swell coming into the Harbor of Refuge from seaward made that rendezvous, in the judgment of the commander of Division 8, not only unsuitable but also dangerous to the ships of his division. Permission was requested to shift the division's base to Cold Spring Inlet, Cape May.

Before the U. S. S. *Savannah* and her accompanying submarines were permitted to enter Cold Spring Inlet, a careful inspection was made and soundings taken. It was found at low water there was a depth of eighteen feet with a tide rise of four feet six inches. The U. S. S. *Savannah* has a length of 116 feet and beam of forty-six and maximum draft loaded of twenty-three feet six inches and maximum draft light of sixteen feet. It was determined, therefore, that it was entirely feasible for the *Savannah* to enter Cold Spring Inlet, as while acting as tender her maximum draft was eighteen feet six inches.

The adaptability of Cold Spring Harbor as an operating base for submarines was enhanced by the ability of the communication service to run direct lines, both telephone and telegraph, from the shore to the tender. The *Savannah* arrived at Cape May on August 30th. Two submarines of this division were constantly on patrol in designated areas, while the waters adjacent were utilized for target practice, torpedo practice and submerging tests.

The U. S. S. O-6, one of the ships of this division, was badly damaged by gun-fire when she came to the surface astern of a convoy she was escorting, being mistaken for a hostile submarine. She proceeded to the mother ship in Cold Spring Inlet, where repairs were completed August 29th. It was considered that exceptional work had been done by the tender in repairing the damage, and the work of the *Savannah's* officers in this particular was the subject of a con-

gratulatory letter from the commander of the Submarine Force Atlantic, on August 30th.

The presence of the *Savannah* and her division, the coincident flights and landings of seaplanes from the coastal air station, and the comings and goings of district vessels made Cold Spring Inlet one of the busiest coastal bases at this time. Submarines exercised daily, particularly in torpedo practice and submerging tests. One of the latter, carried out on October 10th by the U. S. S. O-10 was of ninety-six hours' duration, at the conclusion of which the boat and crew were in excellent condition. The operation of the division from this point proved highly satisfactory, permitting the closest cooperation between district forces, and placed at the disposal of the submarine force commander the latest information available through the communication service established at Cape May, as well as the supply and repair facilities of the section base.

In the late spring the hunt squadrons were organized to supplement the district activities. On June 6th the Commandant was advised that the U. S. S. *Jouett* with a force of more than a score of subchasers had been instructed to endeavor to engage and maintain touch with the enemy submarine operating off the coast with the objects, first of destroying her, and second, failing in that, to track the enemy to his base of supplies in the western Atlantic. To that end the *Jouett* and its force was instructed to follow him to the full extent of their resources.

Information received by the Department when the *Pinar Del Rio* was sunk was to the effect that the submarine was accompanied by a freight steamer, presumably acting as a decoy and supply ship. This freighter was described as being 450 feet long, of 6,000 tons, painted gray, with a funnel amidships and two well decks. After a cruise out of Hampton Roads to the northward, the *Jouett* and her force based at the Delaware Breakwater until pursuit of the enemy took them to the northward, Provincetown, Mass., that becoming their base of operation. The basing of the *Jouett* and her force at the Delaware Breakwater placed upon the Commandant the responsibility of refueling and resupplying these ships, and it should be noted that upon their arrival there was awaiting them a store of fuel more than sufficient for the entire squadron, and this service was maintained for the *Jouett* and subsequent hunt squadrons that based there and at Cape May.

The activities of the German submarine practically ceased toward the end of the month of June, and it was indicated that she was proceeding eastward by the fact that the U. S. S. *Von Steuben* was attacked by torpedo, but escaped in latitude 38 degrees 12 minutes north and longitude 61 degrees 19 minutes west, on June 13th, and by the sinking the same day of the steamship *Dwinsk* in latitude 30 degrees 30 minutes north and longitude 61 degrees 16 minutes west.

Five days later the Norwegian steamship *Augruld* was sunk by torpedo in latitude 38 degrees 30 minutes north and longitude 53 degrees 50 minutes west. The survivors of this ship were brought to Philadelphia, and their statements were secured by the aide for information.

No activities were recorded within the waters of the District after those above mentioned until several weeks later. It should be noted that the last three of which mention was made were far to the eastward of any waters that might reasonably be expected to be patrolled by the District vessels. The absence of enemy activity, however, caused no relaxation in the vigilance maintained. That such might be expected was evidenced by a dispatch received on June 24th,

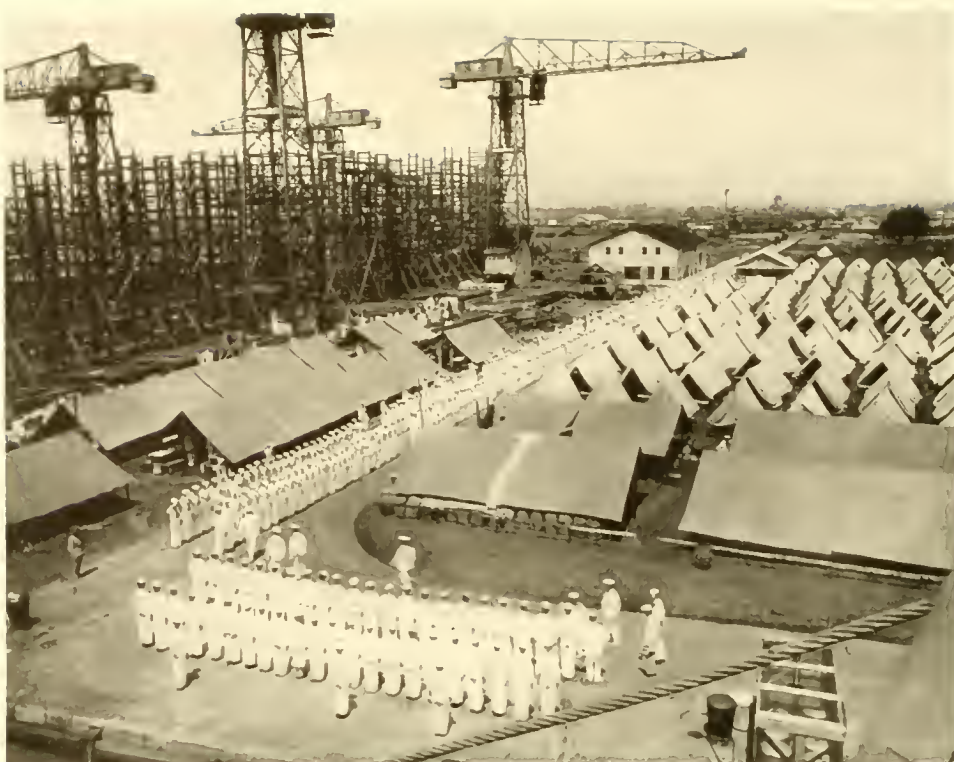


Photo by Rejzgle

Crew of U. S. S. von Steuben on "Inspection," August 4, 1917.

from the chief of naval operations, who desired that all forces should be impressed by the necessity of vigilant patrols both in the air, under water and on the surface.

The section commanders at Cape May and at Lewes and the commanding officer of the naval air station at Cape May were enjoined to strictly carry out these instructions. Patrol vessels were cautioned to be vigilant, and all possible boats were kept on patrol and mine sweepers continued the sweeping of prescribed channels.

That the enemy raider would be promptly relieved was indicated about the middle of July by information received from the Department to the effect that the U-156 was proceeding towards this coast, and that a submarine cruiser of a possibly later type would accompany her. Further information indicated that the next raid would be one calculated to create terror along the seacoast by bombardment.

Just prior to the receipt of information that a renewal of submarine activity might be expected, virtually all the temporary structures that had constituted the Cape May Section Base were destroyed by fire on Independence Day, 1918. The fire, which was of unknown origin, started at about 10 A.M. under the inside corner at the rear of the sleeping quarters. The fire extinguishers and bucket brigades were unavailing against the rapid spread of the flames through the flimsy wooden structure, thoroughly dried after years of use. Over half the complement of the base was participating in the Independence Day celebration in Cape May proper, and the parade in progress was hastily disbanded and the men returned to the base for fire fighting by every available conveyance. A strong

wind blew from the harbor side, driving the flames directly toward the magazines, and the splendid courage exhibited by the men in removing the contents of the magazine is deserving of praise. Within less than half an hour the structure was in ruins. That the salvage work was carried on thoroughly, efficiently and with great dispatch is evidenced by the fact that the records of the commanding officer, executive officer, communication officer and most of the valuable records of the paymaster were saved. No one was killed and injuries sustained by enlisted personnel were of minor character. The total loss to the Government, including the amount expended in improvements, provisions, clothing and small stores, general stores issued and awaiting issue, was estimated at \$327,000.

The activities of the base were continued without interruption, except for the time required in fire fighting. The ruins were still burning when telephonic and telegraphic communications had been reestablished with the district headquarters. The section base headquarters were established in the Corinthian Yacht Club adjacent to the original site. Personnel was quartered at Wissahickon Barracks temporarily, until a camp was established. No vessels were damaged, and while the routine of the base was interrupted in minor details, offensively and defensively, until conversion of the yacht club had been completed the base was in a position to meet immediately any enemy submarine activity.

During the entire war, but one fire occurred outside of a Government reservation that seriously menaced the progress of naval affairs. This occurred shortly after 8 p.m. on September 12, 1918, at the plant of the New York Shipbuilding Company in Camden. The fact that the new superdreadnought *Idaho* was at that plant nearing completion, and the further fact that a number of destroyers were on the ways in various stages of completion caused prompt action to be taken to safeguard the Government's interests.

The U. S. S. *Modoc* and the U. S. S. *Samoset* from the Navy Yard were dispatched immediately, and every major ship at the yard had a detail of one hundred men standing by ready to place aboard the *Idaho*, in case it should be found necessary to move that vessel out of the path of the flames. Auxiliary tugs were engaged and were ready. The fire was controlled, however, without serious damage to any of the construction work under way, and as additional protection to the plant during the excitement, which attracted great crowds, a detail of 150 marines were placed on guard on the shore side, and district vessels patrolled the river front.

On July 3th a submarine was believed to be in the neighborhood of latitude 40 degrees north and longitude 50 degrees west. The railway between Barnegat and Beach Haven, the fuel oil depot and the radio station at Tuckerton, and prominent landmarks along the coast, such as lighthouses, water tanks, etc., were said to be the objects of bombardment.

Upon receipt of this information, the guard at the Tuckerton radio station was doubled, as acts of sabotage in conjunction with these efforts were expected. A constant patrol was ordered to be kept from Barnegat to a point five miles south of Atlantic City, scout patrol vessels being assigned to this duty. The patrol boats were instructed to attack submarines on sight, and although it was realized that they would be no match for the large cruising submarines in a standup fight, Fourth District vessels were ordered to fight to a finish.

Three section patrol vessels equipped with listening devices maintained a

constant listening patrol, and an additional vessel cruised in the vicinity of Winter Quarter Light.

The commanding officer of the air station at Cape May was instructed to have planes patrol constantly, as far north as Barnegat. Mine-sweepers were instructed to be particularly cautious and to perform their duties with the utmost efficiency, as it was believed that the activities of a German submarine operating in the forenoon of July 21st, off Cape Cod, was for the purpose of diversion to enable others to lay mines at points further south. That the submarine was not confining its activities to the vicinity of Cape Cod, and that another than this one was proceeding to the westward was indicated by the messages received on July 30th, by radio, that the *S. S. Kermanshaw* at 5.45 p.m. was being pursued by a submarine, which had fired two torpedoes at her in latitude 38 degrees 15 minutes north, longitude 68 degrees west.

The presence of an enemy submarine in the vicinity of Fire Island, N. Y., prompted the Department to order the *U. S. S. Jouett*, then at Lewes, Del., to proceed with her force forming a scouting line east and west from the coast to the 73d meridian and to scout northward covering the area to Long Island, N. Y. She sailed on July 20th and from that date until late in August the district was without the services of a hunt squadron, until the *U. S. S. Patterson*, with the Fifth District Hunt Squadron, was ordered northward to search the area from the latitude of the capes of Virginia to the capes of Delaware Bay and west of the One Hundred Fathom Curve. The *Patterson* and the squadron arrived at Delaware Breakwater at 1 p.m. August 23, 1918, and carried on operations for about one month.

That the enemy submarine was again operating in the waters of the Fourth Naval District was evidenced by an S. O. S. message received at 8 p.m. on August 13th, to the effect that the steamer *Henry S. Kellogg* had been torpedoed thirty miles south of Ambrose Light Vessel. As the location given was outside of the boundary of the Fourth Naval District, and nearer to the headquarters of the Third Naval District, the information was immediately telephoned to the commandant of that district. In an endeavor to intercept the submarine if it proceeded southward, a listening patrol was immediately ordered to be established at the extreme northern boundary of this District. Scout patrol vessels were ordered to cruise in the vicinity of the wreck to locate any survivors and a seaplane patrol was ordered at daybreak. The *U. S. S. Henderson*, which had sailed from the Navy Yard, Philadelphia, proceeding to New York, was warned by radio of the presence of the enemy raider in that vicinity and was advised that a ship had been sunk by it off the north Jersey coast. The commandant of the Third Naval District advised that thirty-five survivors had been landed in New York and that seven of the crew had been lost.

On August 11th, shortly after noon, information was received that an enemy submarine was shelling a schooner five miles southeast of Northeast End Lightship. This information was contained in an S. O. S. from the Schooner *William Green*, which was proceeding with all speed toward the Delaware Breakwater. The schooner attacked proved to be the *Dorothy Barrell*, proceeding from Norfolk to Boston with a cargo of coal. At 10.00 a.m. on August 11th the submarine suddenly appeared and fired a warning shot. The master and crew abandoned ship in a motor boat, and proceeded toward the submarine, which submerged, the motor

boat then starting towards Cape May. At this time the submarine chasers 71 and 73 were exercising fourteen miles southeast of Cold Spring Inlet with the U. S. S. N-7. The mine-sweeper *Kingfisher* was in the vicinity but not in sight, searching for a wrecked seaplane. The schooner's boat sighted the *Kingfisher* and the master boarded her, while the boat and survivors continued toward land.

At 11.50 A.M. the *Kingfisher* sighted what was thought to be two submarines in chase and she opened fire heavily. The submarine chaser 73 was attracted by the firing and proceeded north and intercepted the S. O. S. sent two hours after the occurrence from the schooner *William Green*. The schooner had for self preservation kept her wireless silent until she had passed out of the danger zone. The *Green* was intercepted by the submarine chaser 73 at 12.50 A.M.

Securing the correct position of the *Dorothy Barrett* she proceeded to the then burning and sinking schooner, arriving alongside at 1.15. The receipt of the S. O. S. at the Section Base, Cape May, was followed almost immediately by the sailing of the submarine chaser 144 and the seaplane 1859. Fifteen minutes later submarine chasers 180, 210 and three other planes left for the scene. Scout patrols 177 and 372, returning but a short time later from escort and patrols, were dispatched also. The seaplane upon arriving detected bubbles on the surface 600 yards south of the wreck. The plane released bombs over the spot and directed submarine chasers to it by gun fire. Depth charges were released from the chasers and sweeping with trailing device was resorted to without contact being made. On a radial line to the southwest from Five Fathom Lightship the area was searched by submarine chasers 71, 210 and 144. The U. S. S. N-7 and submarine chaser 72 were sent to patrol off Northeast End Lightship.

The *Barrett* sank six miles southeast by south of Northeast End Lightship in fifteen fathoms. Her sails were partly set and the topmast and twenty feet of lower mast showed above water. Pending her destruction, which was afterwards accomplished, a buoy was placed to mark her position.

The cessation of enemy activity about this time caused the department to call attention to the fact that much of the raiding on this coast had occurred on Sundays, and that September 2, 1918, was a legal holiday following a Sunday. All forces were cautioned to be on the alert and prepared for any emergency. In response to these directions, shore leaves were withheld and liberty was not granted, so that during these two holidays the entire forces of the District ashore and afloat were ready for any emergency.

During the entire time of the submarine activity described in detail many reports were received by the section aide for information of signaling by improvised blinkers from shore to seas. Flickering lights in rooms of seashore hotels and rocket signals sent up at isolated points along the Jersey shore and along the shore south of Cape Henlopen early resulted in the establishment of coast patrols.

Land forces detailed from Cape May and Lewes augmented the regular patrols of the coast guard, the navy personnel being stationed at the several coast guard stations. No actual contact was made with any persons upon whom responsibility could be fixed.

The problem was a particularly difficult one and the occurrences reported so widely scattered and of such varying character as to be almost beyond detection. These occurrences came to a climax at 11 P.M. on August 30th, when three cream-colored rockets were observed in the air in the neighborhood of Coast Guard

Station No. 126, located in the northern end of Ocean City, N. J. At about the same time, L. J. Meehan, apprentice seaman, on guard to the north of the station, encountered a civilian acting suspiciously on the beach in a locality distant from habitation. The guard ordered him from the vicinity and in order to emphasize the military character of his command, discharged his pistol into the sand. The directions were repeated without compliance, and the civilian attempted to dispossess the guard of his sidearm. In the resulting encounter the civilian was shot and killed. Nothing subsequently found upon his person indicated any connection with alien activities, nor was any explanation available for his suspicious action.

After a period of inactivity so far as the enemy was concerned, information was received from the department on September 13th that a large German submarine with about forty-five mines aboard might lay off the important ports along the Atlantic, and the commandants of all districts were enjoined to carry on intensive sweeping operations. This was complied with.

At about this time radio S. O. S. calls intercepted indicated that the enemy raider was operating in the Fifth Naval District. The *Sabine Sun* reported on September 11th, at 8.30 A.M., that she was being gunned south of Diamond Shoals Light Vessel. The captain of the American S. S. *J. E. O'Neill* reported having sighted a submarine on September 6th, near Fenwick Island Lightship.

The sinking of Diamond Shoals Light Vessel, on August 6th, led to the belief that similar action would be taken against one or all of the lightships located in the Fourth District. The enemy, however, failed to pursue the sinking of lightships further, but in the latter part of September such operations within the District as were noted were in the vicinity of light vessels.

Five Fathom Bank Lightship reported on September 23d that a periscope and wake were seen about three miles astern of the U. S. S. *Jupiter* and about 500 yards off the lightship itself. The *Jupiter* had passed the lightship shortly before 1 P.M. and sighted the periscope at the same time as it was sighted on the lightship. The collier speeded up and the periscope disappeared. During the entire afternoon, seaplanes and subchasers scouted in the vicinity without, however, sighting anything.

Seaplanes 1757, 1210 and 1931 were dispatched on special duty, and their search was augmented by seaplanes 1165 and 1733 already on patrol in that neighborhood.

Two days previously a submarine appeared at 9 A.M. off Winter Quarter Shoal Lightship. She signaled the lightship her identity as that of the U. S. S. *Orpre* and took a course north-northeast. Inasmuch as no United States submarine is identified by name but by letters and by numbers, it was thought that this was a case of mistaken signaling, and that the ship was in reality the U. S. S. *O-9*, then returning to her base at Cape May.

When the U. S. S. *O-9* arrived at her base, the commanding officer reported that he was in the vicinity of the lightship at the time mentioned, but that he had not signaled, but had identified himself by raising his standard. It was impossible to reconcile the conflicting facts, and the commandant was of the opinion that the vessel sighted belonged to the enemy and not to the United States naval forces.

That there was an enemy submarine to the north of this vicinity shortly afterward was proved when contact was established by the U. S. S. *Patterson* and her hunt squadron on September 25th. The *Patterson* and her squadron

had left Cape May a short time previously and was cruising northward when the subchaser 234 advised the flagship at 1 A.M. that he had made sound contact in latitude 39 degrees 26 minutes north, longitude 73 degrees 46 minutes west. All listeners in the force agreed that the sound was that made by a submarine. The prescribed form of attack was made and depth bombs launched.

After the attack all sound ceased and the commanding officer of the U. S. S. *Patterson* advised that in his opinion the submarine was resting on the bottom in sixteen fathoms. Doubt was expressed as to damage having been done to the submarine. The chasers anchored about the spot and listening patrols were maintained. Subchasers 71, 72, 74 and 278, attached to the district forces, co-operated with the U. S. S. *Patterson* and the hunt squadron, when the flagship the following day was compelled to return to the Cape May Section Base, on account of an epidemic of influenza aboard. The U. S. S. *Emerald*, S. P. 177, attached to the Fourth Naval District, relieved her as support ship. A listening patrol was maintained for sixty hours. During a gale that broke on the night of September 26th, the District forces and those of the *Patterson's* hunt group were badly scattered. Chasers anchored on the spot of contact broke adrift and lost the position. For several days subsequent to this event, the U. S. S. *Philip* relieved the U. S. S. *Patterson* as flagship, that ship being unable to operate because of the depletion of the crew by influenza.

Submarine activities subsequent to this date were negligible. On October 3d the *Oakley C. Curlis* reported sighting a submarine north of Winter Quarter Shoal Light Vessel. An investigation of this area by the U. S. S. *Philip* and the chasers of the hunt squadron based at Cape May failed to disclose its presence.

Again on October 9th the enemy was thought to be present when reports were received that a merchant ship seven miles off Coast Guard Station No. 111 and headed south had been firing her guns for some time. The U. S. S. *Philip* and her force investigated this also.

On October 17th the S. P. 591 reported by radio that the S.S. *Mohican* had sighted a submarine off Winter Quarter Shoal Light Vessel.

This was the last report received of the presence of a submarine. It proved to be one of our own.

All of the activities, both of an offensive and defensive nature, were continued without diminution until the signing of the armistice on November 11th, although from the middle of October until that date there was no indication of the presence of hostile crafts.

That the menace was no longer one that might be regarded seriously was evidenced on October 31st, when the burning of dimmed side lights and stern lights was permitted west of the 40th degree of longitude, and the following day coastwise shipping was ordered to burn a single masthead light and side lights undimmed.

The utilization of every sizable ship in war work and the employment of coast guard cutters as patrol vessels imposed upon the commandants of naval districts the duty of rendering assistance with district vessels, wherever possible, to ships in distress. Where in peace times the well-known signal of distress, the S. O. S. was accepted without question, there was ever present, especially during the activities of German submarine, the fear on the part of every ship that an S. O. S., might have been sent by a German submarine to decoy the rescuing ship

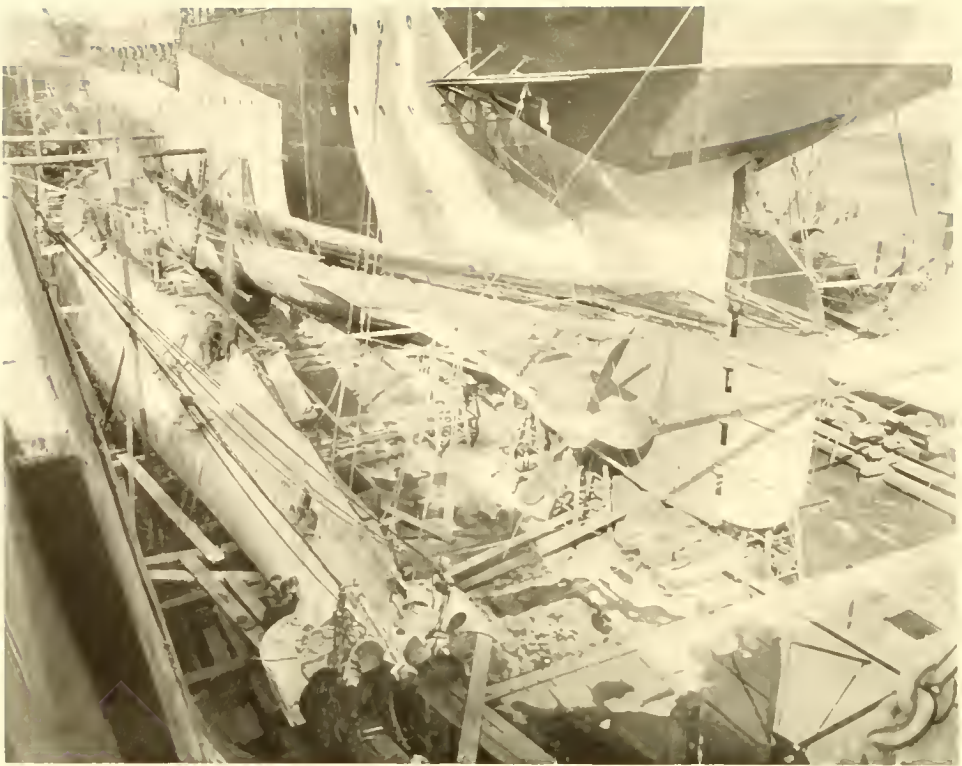


Photo by Reptogle.

Making repairs on U. S. S. Kanawha and "Subs."

to a given point, where she might be easily and successfully attacked. The fact that these were the only messages permitted to be sent in English radio during war time made this deception more easy of execution.

When it is considered that many ships were traveling out of regular channels and that navigation was without the conventional aid of running lights and that zigzag courses were sailed for safety against attack and that war vessels, troop transports and cargo carriers were constantly crossing the coastwise lanes of travel without a glimmer of light to indicate their position, the number of accidents from the ordinary hazards of the sea was extraordinarily few.

The most serious of these was the sinking of the steamship *Poseidon* by the United States Shipping Board steamer *Somersel*. The *Poseidon* sailed from Boston on July 30, 1913, for Norfolk in ballast. At 11.30 p.m., July 31st, when about five miles north northeast of Five Fathom Bank Light Vessel, the collision occurred. The night was rainy and misty and the visibility was extremely low. Both vessels were running without lights. S. O. S. calls were intercepted at the section base, Cape May, the first being received at 11.35 p.m. The two ships were in constant radio communication for about thirty-five minutes, when the *Poseidon* sank.

The *Somersel*, due to weather conditions and fog, was unable to locate the sinking ship. The coast guard cutter *Morrill* sailed from the section base at Cape May at 1.15 a.m. on August 1st and she was followed by the S. P. 681 and S. P. 467, the ships proceeding as rapidly as weather conditions would permit, it being deemed unsafe to send the smaller ships until the weather had moderated after

daybreak of August 1st. In addition to being engaged in their regular duties there were minor calls for assistance due to stormy weather that reduced the number of available vessels at the time of the occurrence.

The coast guard cutter *Morrill* rescued one survivor and recovered three bodies.

The S. O. S. call was also intercepted by the tank steamer *James McGee*, en route from New York to Baton Rouge. The ship cruised in the vicinity of the collision and at 7 A.M. August 1st, while steaming back from Fenwick Island Light Vessel to Five Fathom Light Vessel and when about five and a half miles from the scene of the collision, survivors were sighted on rafts, clinging to upturned boats and floating wreckage. Thirty-two members of the crew were rescued, including the master, who subsequently died from injuries and shock, when landed with the others at Lewes, Delaware. At 9.30 A.M. the *McGee* spoke to the coast guard cutter *Morrill* and a naval surgeon was put aboard the tanker to render medical aid.

The greatest loss of life of navy personnel resulted from the foundering of the U. S. S. *Cherokee*, at 8 A.M., February 26, 1918, in about latitude 38 degrees 38 minutes north, longitude 74 degrees 38 minutes west. This position was twelve and one-half miles north northeast magnetic of Fenwick Island Light Vessel. The crew consisted of thirty-two men and the ship had a complement of six officers. Of these but one officer and nine men were saved. She was originally assigned to duty with Squadron 3, Division 5, Patrol Force, but was diverted and retained for coastwise service.

On February 26th she sailed from Newport for Washington, taking an offshore course after leaving the vicinity of Barnegat Inlet. The ship was holed from



Photo by Replogle.

U. S. S. "Kana'ha" in Dock.

midnight, February 26th, until she sank. Storm warnings were received aboard, but the course was kept by the commanding officer. At 7.30 A.M. the ship sent an S. O. S. call, giving her position as fifteen miles southwest of Fenwick Island Lightship. At this time she was leaking badly and thirty minutes before foundering the steering gear was carried away. The weather was extremely cold and although the steamship *British Admiral* was promptly on the scene, but eleven of the crew and Chief Boatswain Sennott were found to be afloat. Two of these died of exposure. The survivors and bodies were brought to the Navy Yard, Philadelphia, aboard the rescuing steamer.

The sinking of the subchaser 209, and the consequent loss of lives, by the armed guard crew of the steamship *Felix Taussig* at 2.30 A.M. on August 27th was a matter of sincere regret to everyone connected with the Fourth Naval District. The subchaser 209 was placed in commission November 28, 1917, and was attached to the Fourth Naval District from that date until June 21, 1918, when she was ordered to New London, Conn., to be fitted out for distant service. Subsequently she was diverted from the duty originally intended upon her detachment and was attached to the hunt squadron of which the U. S. S. *Patterson* was the flagship.

The officers and crew were recruited in this district, and when she was detached she sailed under the command of Lieutenant (j. g.) Henry J. Bowes, U. S. N. R. F., her original commander. The steamship *Felix Taussig*, a cargo transport, was proceeding from France toward New York. She had reached a position some twenty miles south of Fire Island Lightship, latitude 40 degrees 8 minutes north, longitude 73 degrees 18 minutes west, when the unfortunate chaser was sighted and mistaken for a German submarine. Five shots were fired by the armed guard crew aboard the *Taussig*, four from the forward gun and one from the after gun.

Both the commanding officer and Ensign Randolph, the executive officer, went down with the ship. Of the crew eleven were lost with the vessel. The subchasers 183 and 270, also attached to the hunt squadron, were soon on the scene, together with the flagship, the U. S. S. *Patterson*, and picked up the survivors. The *Felix Taussig* proceeded to her destination and on August 28th sailed from New York for Philadelphia, arriving at the Navy Yard, Philadelphia, at 10 A.M. on August 29th.

At various times the dangers of inshore navigation by large ships was emphasized by groundings. However, there were but two District vessels that suffered mishap. The U. S. S. *Gallup*, S. P. 691, went ashore February 21, 1918, on Cape Henlopen during a gale. The hull was a total loss. As much of her machinery as was worth it was salvaged, together with the stores, supplies and equipment.

The U. S. S. *Mary Garner*, S. P. 682, went ashore on Broad Kill Beach, about five miles from Lewes, Del., on the night of April 12, 1918, anchors dragging in a heavy blow. She was salvaged and restored to service.

With the signing of the armistice, all war activities ceased. Convoys, patrols, both air and water, were suspended and district vessels were placed out of commission and returned to their respective owners. The base at Lewes was abandoned and demobilization was begun and carried out promptly.

Expenditures for new projects were stopped even before the armistice and

contracts for war material were canceled whenever possible. Curtailment of expenditures and reductions in complements are still being made.

Effort has been made within reasonable compass to review the main features of the war-time activities of the Fourth Naval District and to record those facts which would merit interest from the broad standpoint of naval affairs. To that end they have been separated from the more detailed accounts of the activities of the various bases and the several district departments.

MAINTAINING THE MORALE AT THE NAVY YARD

In January, 1916, Chaplain Curtis H. Dickins, Captain ChC., U. S. N., reported for duty, and, as Chaplain of the Yard, was immediately placed in charge of the mental, moral, physical and religious welfare of the men of the Navy and the Marine Corps.

After over twenty years spent in the naval service, ashore and afloat, Chaplain Dickins was especially fitted to handle any problem arising in his department.

The Navy Yard, always a busy military center, became more so when, in April, 1917, American seamen were ordered to take their places with the Navies of the Allies, and the U. S. Marines crowded to their standards to prepare for their memorable part in the struggle which was to bring to them such undying fame in military annals.

The men came in such numbers that the equipment of the Chaplain of the Yard proved totally inadequate to meet the emergency, and, as a result of a conversation with the Reverend Dr. James A. Montgomery, of the University of Pennsylvania, a luncheon was arranged where the situation might be discussed.

In response to the suggestion that a large tent, costing about \$1,000.00, was a pressing need, Dr. James Mockridge, Rector of St. James, and Dr. E. M. Jefferys, of Old St. Peters, in one voice said: "Go ahead! Order your tent and anything else you need."

The tent came and was known as the "BEE HIVE TENT"

Thus the work began, and with the equipment came workers. Space forbids that record be made of how widely and promptly the call for workers was responded to. Allen Evans, Jr., Loyal Graham, Fred Halsey, Russell Hartwell, Albert H. Lucas, Tom Merriweather, James Midgeley, A. V. Borkey, and others, representing the Divinity schools of Philadelphia, Berkeley, and Drew, coupled with local clergymen, all reported immediately for duty; and to this number, Rev. A. H. Haughey, Rev. Dr. A. W. Henzell, and the well-known architect, Walter S. Bauer, were added within a week. All of this preparation to meet the emergency took place the early part of May, 1917.

Then came help from another important source. Through the interest of Bishop Rhinelander, Bishop Garland, Bishop Berry, Father Lallou, Dr. Krauskopf, Dr. Ferry, Dr. Delk and others, a Committee representing the leading religious bodies of the city was organized to meet two pressing needs: first, immediate workers in the field; second, the making of preparations for winter quarters.

As a result of the Committee's activity, several religious bodies immediately put paid workers in the field, and in some cases this work was kept up for a year or more. Two outstanding workers who came to the support of the Chaplain of the Yard were Father George C. Montague and Reverend A. C. Carty, the

latter still continuing the work. No task was ever too great and no hours too long for these workers, who strove for the interests of the seamen and Marines.

The first tent, 40 feet wide and 140 feet long, soon proved inadequate, and it was then that the Philomusian Club took up the work and provided a tent of equal size, with an abundance of equipment, which they maintained until winter weather made tent life impossible.

July, 1917, had not passed before plans were laid for providing winter quarters, the Navy Department having given, in the meantime, its carte blanche to Chaplain Dickens to meet the situation in the most efficient way possible.

Buildings were planned. The Church Commission, of which Bishop Garland was Chairman, pledged the several represented bodies to raise a fund of six thousand dollars (\$6,000.00) for new buildings to house the welfare work. The enlarged requirements meant a call for further help; consequently interested citizens were consulted and they gave their enthusiastic support. In the meantime the bankers of the city had become deeply interested, and through their representative, Richard E. Norton, a series of out-door smokers was staged, at which the bankers provided both smokes and shows and which were usually attended by more than six thousand men in an evening.

When the new and larger housing scheme was laid before them, the bankers Committee immediately and generously responded. The buildings were planned and constructed under the direction of Walter S. Bauer, which fact in itself guaranteed perfection. The two buildings, still in active service (1921), were opened respectively in November, 1917, and in February, 1918.

The buildings, 50 feet wide and 115 feet long, provide a library; a chapel; an auditorium; writing facilities; a canteen, with soda and ice cream stands; pool room; bowling alleys; school rooms; in fact, everything that goes to make the Yard life of the men useful and happy is to be found in these buildings, and these advantages have been enjoyed by over 2,000,000 men.

Splendid support was given by Mr. and Mrs. E. T. Stotesbury; Messrs. Arthur E. and Clement B. Newbold; Richard E. Norton; Mr. and Mrs. Sidney Thayer; Mr. and Mrs. Henry Brinton Coxe; Mr. and Mrs. Wm. M. Field; Miss Clara G. Chase; Holstein DeHaven Fox; Albert H. Hoxie, who devoted his whole time as song leader; the Colonial Dames, who outfitted the game room; the New Century Club; the Philomusian Club; Kelly Street Business Men's Association, and numberless other organizations which responded so generously to the calls for help.

It is impossible to mention, by name, all who gave without stint of their time and talents, but a tribute must be paid to the earnest work of Mrs. Caroline A. Moore, who is known to thousands of seamen and Marines under the affectionate term of "Mother Moore."

Somewhere, in the silent waters, there rest in peace those sailors whose spirits never forget; on the shell-torn hills of France, in fair Picardy, at the Somme, in the Argonne, and elsewhere, little white crosses mark the last resting places of men whose souls forever stand guard; they, and their companions who fought and returned, remember that Philadelphia was a happy though temporary home. In the "City of Brotherly Love" they found friends, whose motto was the one made glorious by the men in the service:

SEMPER FIDELIS!

PHILADELPHIANS IN THE NAVY

WILLIAM BELL CLARK



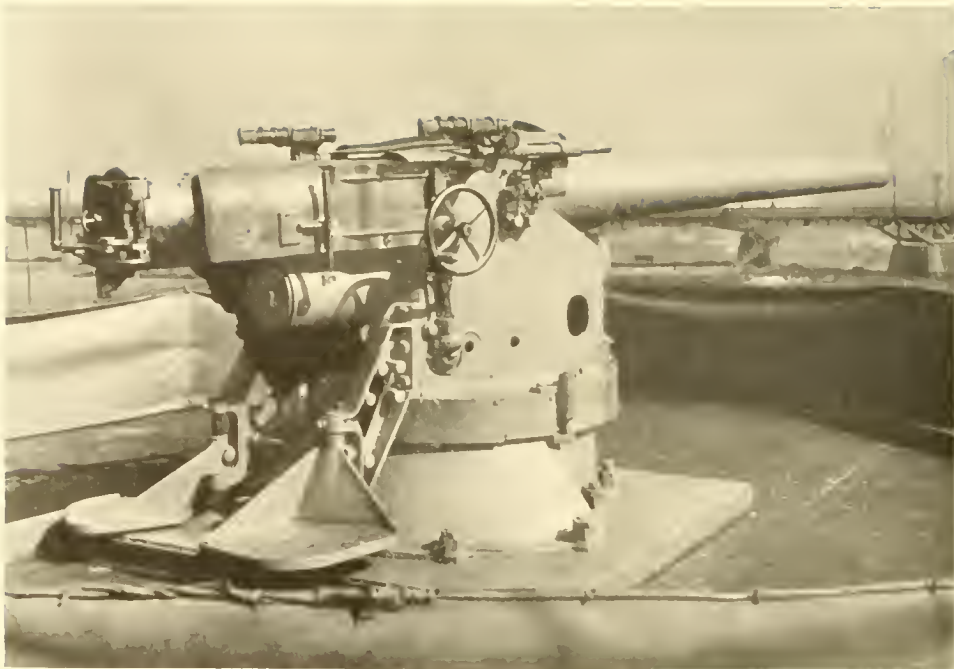
APPROXIMATELY ten thousand five hundred Philadelphia men and women served in the naval forces of the United States during the World War. The exact figure is not available. The approximation is established by ratio based upon the exact fatalities for the City and State. Philadelphia lost 618 in the navy and Pennsylvania lost 618; the city's mortality thus was .336 per cent. The Navy Department's statistics show that there were 31,063 from this state in all branches of the naval service—regular, reserve and National Naval Volunteers. Working out the ratio would give Philadelphia 10,437, or 10,500 in round numbers.

In setting the figures of both enlistments and fatalities, the actual boundary lines of the county have been adhered to strictly. Consequently, the compilation excludes all those who came from suburban towns. Thus, in preparing a table of naval deaths, it was deemed best to consider Philadelphia's honor roll as made up of residents of the forty-eight wards only rather than embrace adjoining counties which have or will prepare their own lists. Many of those from Montgomery, Delaware and Chester counties, who surrendered their lives while in navy blue, were in business or employed in this city and Philadelphia might, in a measure, lay claim to them. However, the counties where they resided rightfully have the prior claim, and rendering them that due will avoid duplication, confusion and contention.

WHERE THEY SERVED

To attempt to tell in detail how, and where, and when the Philadelphians in the navy served their country in the World War would mean writing practically a history of the American Navy for 1917 and 1918. Few were the vessels in the service, from subchasers to battleships, which at one time or another in the course of the war did not have a Philadelphia name and address on its roster. Men from this city who enlisted long before the eventful days of March and April, 1917, were among the first to face the enemy either among the armed guard on American cargo vessels, or on the first destroyer contingent which reached Queenstown on April 26, 1917, less than a month after hostilities began.

The first Philadelphia lives lost in action with the enemy were those of naval men, members of the armed guard on the tanker *Vacuum*. The *Vacuum*, sunk by a submarine on April 28, 1917, in 57° 00' north, 10° 45' west, was the second American vessel attacked after the declaration of a state of war, the first being the *Mongolia* on April 19th. Eighteen members of the *Vacuum's* gun crew perished when the tanker was destroyed, Charles John Fisher, one of the Philadelphians, going down with the ship, and Frank Hazleton Lorce, the other, succumbing on May 2d to exhaustion after days in a small boat. Thus, in the first month of the war, before the recruiting campaigns were really underway, before the naval reservists had begun to concentrate for training, before even the plans of naval cooperation with the Allies had been worked out, the effect of the war on Philadelphia lives was first felt.



Courtesy of the Atlantic Refining Co.

Anti-Submarine Gun.

Elsewhere in this volume are descriptions of the recruiting campaigns for the reserve and the regular navy, the mobilization of the naval militia and the intimate history of the 4th Naval District, the area best known to Philadelphia. Dismissing them, therefore, with merely a mention, this article aims to go further afield, to touch briefly upon the broad scope of naval work where Philadelphians always were to be found.

During the first year of the war, the brunt fell upon the regular navy, augmented by the earliest classes of the reserve. The first base established by the destroyers at Queenstown in April, 1917, was followed by the arrival in June of the same year of a contingent of American yachts at Brest. Numbered among these was the *Alcedo*, formerly the private yacht of George W. Childs Drexel, which, some months later, on November 5, 1917, was torpedoed and sunk. Two Philadelphians, Ensign W. Frazier Harrison, 1633 Locust Street, and Pharmacist's Mate Richard William Rudolph, 1830 Orleans Street, were among the rescued.

In August, 1917, a third base was established at Gibraltar, and these three functioned throughout the war as the ports from which sailed the destroyers, yachts and cruisers on convoy duty in the war zone.

In the meanwhile, an American fleet under Rear Admiral Caperton was despatched to the South Atlantic and in June, 1917, relieved the British and French vessels on duty there in guarding South American waters from a chance raider or submarine.

In November, 1917, the first contingent of battleships, headed by the *New York*, steamed out of the Chesapeake to rendezvous several weeks later with the British Grand Fleet at Scapa Flow and to remain for fifteen months on guard



Photo by Replogle.

Submarines at League Island.

under Admiral Beatty (British) and Admiral Rodman (American) while they waited in vain for the German High Seas Fleet to come out from behind Helgoland. In the early winter of 1917-1918 another force of battleships proceeded overseas, basing at Bantry Bay, Ireland, and engaging in convoy duty in the Irish Sea as well as backing up the destroyer forces at Queenstown.

By this time the swelling personnel of the Navy was being trained rapidly and centers, like Wissahickon Barracks at Cape May and the Great Lakes Naval Station in Michigan, were beginning to turn out the men wherewith to provide complete naval crews for transport and cargo boat. At the same time the 75-foot sub-chasers were coming into being, and their crews recruited at New London and other bases.

Convoying had already grown extensively. The first convoy with Pershing's original Expeditionary Force consisting of four groups reached St. Nazaire between June 25th and July 2d, and there were Philadelphia men on the two dozen cruisers, yachts and destroyers which guarded the first troopships. From then on until the armistice the overseas service grew, the convoying being confined at first to troopships exclusively and afterwards to cargo vessels as well. There are Philadelphians of the navy who will tell how they sailed on convoying cruisers from Boston, or New York, or Philadelphia, month after month and never saw England or France. The system as perfected provided a flotilla of light vessels and one cruiser to escort the convoy to a certain point off the American coast where all but the cruiser put back to home ports. The cruiser continued across the Atlantic, on guard until relieved on the edge of the war zone by the Queenstown, or Brest, or Gibraltar detachments. Thereupon the cruiser also turned

homeward. Aside from the convoying ships, the navy provided crews for 150 transports, and not one of those transports, but what contained at least one Philadelphian.

Then there were Philadelphians among the crews of the first seven submarines which went abroad on August, 1917; Philadelphians on the "suicide fleet," the coal carriers out of Newcastle, England; Philadelphians on the subchasers at Corfu and Queenstown; Philadelphians with the great naval batteries on the western front and Philadelphians in the Naval Air Service at home and overseas.

In brief, 10,500 Philadelphians were scattered wherever a naval detachment was to be found and the navy, in addition to the duties previously enumerated kept quite a few thousand men busy guarding America's own coast from submarines, to say nothing of those held in reserve at the naval bases from Maine to California.

HOW THEY SERVED

Some deeds of Philadelphians in the navy came to the attention of the Navy Department and resulted in citations. Here are a few of them, selected at random.

Lieutenant Orlando H. Petty (Medal of Honor) Medical Corps, U. S. N. R. F., for extraordinary heroism beyond the call of duty while serving with the 5th Regiment of United States Marines in France during the attack on the Bois de Belleau, June 11, 1918. While under fire of heavy explosives and gas shells in the town of Lucy, where his dressing station was located, he attended to and evacuated the wounded under most trying conditions. Having been knocked to the ground by an exploding gas shell, which tore his mask, he discarded the mask and courageously continued his work. His dressing station being hit and demolished he personally helped carry Captain Williams wounded, through the shell fire to a place of safety.

Stanley F. Roman, 2651 Belgrade Street: For exceptionally meritorious and distinguished service as member of the crew of the U. S. S. *McCall*. On September 9, 1918, the Canadian Pacific S. S. *Missanabie* was torpedoed twice by a German submarine. Roman with other members of the crew rescued the survivors of the *Missanabie* at imminent risk of life and for this heroic duty should be considered as having performed distinguished service in the line of duty.

Joseph S. Marcio, 760 S. Warnock Street: Member of the crew of the U. S. S. *Smith*. On December 17, 1917, during the worst gale of its kind for eight years, Marcio jumped overboard and saved a shipmate who had been washed overboard.

Harry L. Gibson, 5210 Locust Street: Commended for heroic conduct following the sinking of the *Jacob Jones* on December 6, 1917. Displayed cheerful conduct and was an inspiration to the rest of the crew.

Ensign William T. McCargo, 5642 Malcolm Avenue: For exceptionally meritorious and distinguished service on duty in connection with the important and hazardous work of clearing the North Sea of mines while in command of sub-chaser 161.

Lieutenant-Commander R. G. LeConte: For distinguished service in the line of his profession in the organization of Naval Base Unit 5. Lieutenant-Commander Le Conte volunteered for service at the front at critical periods and per-

formed very valuable surgical work for the wounded on the occasions of the battles of Chateau-Thierry, Belleau Woods and Pierre Fonds.

Ensign Benjamin Lee (deceased): For distinguished and heroic service as an aviator operating with the United States aviation forces, foreign service, engaged in patrolling the waters of the war zone, escorting and protecting troop and cargo ships and operating against enemy submarines.

William Robert Ransford, 2330 N. 26th Street: For gallant action in jumping into an icy sea and risking his life to save W. A. Wells, another seaman, who fell overboard and was drowned January 30, 1918.

David Goldman, 409 Moore Street: For heroism in leaping overboard from the U. S. S. *O'Brien* and, at the risk of his life, rescuing Arthur G. Palmer, a fellow seaman, on October 30, 1917.

James Fulton Miller, 6708 Leeds Street: For jumping overboard from the U. S. S. *Iowa* March 23, 1918, and rescuing a drowning man.

Charles J. Steel, Jr., 812 N. 41st Street: As a member of Base Hospital No. 5 submitted to a blood transfusion operation in an effort to save a wounded sailor.

Harry Albert Marynowitz, 1231 Lee Street: One of nine enlisted men who volunteered for inoculation with influenza for the purpose of learning specific facts regarding the epidemic.

HOW THEY DIED

A total of 206 Philadelphia men and two Philadelphia women lost their lives in the naval service during the war. The influenza epidemic, beginning in August, 1918, was far more deadly in its effects than the worst efforts of the enemy, and disease, as a whole, laid claim to approximately 75 per cent of this city's fatalities. The following table shows at a glance just how the 208 men and women died:

	Enlisted		
	Officers	Personnel	Total
Killed in action....	0	17	17
Died in accident....	5	18	23
Lost at sea unheard of....	0	6	6
Drowned.....	0	8	8
Suicide.....	0	3	3
Influenza epidemic..	11	94*	108
All other diseases....	1	39*	43
	—	—	—
TOTAL.....	23	185	208

*Including one woman.

Taking up the most serious factor in the table, the influenza epidemic, the figures represent the number who died from the Spanish influenza and also from pneumonia, which was generally fatal if the influenza had not been. Of the 208, ninety-four of the victims died on this side of the Atlantic—some few in their homes, others in hospitals throughout the country, and the majority in the Philadelphia and Great Lakes, Ill., naval hospitals. Numbered among those who died in the Philadelphia Naval Hospital was Miss Mary Gertrude Lowry, of 805 S. 49th Street, who had enlisted as a landsman for yeoman on September 6, 1918, and succumbed to the influenza on October 19th of the same year. Only four

Philadelphians fell victims to the epidemic overseas and two of these four died in this city's own naval hospital (Navy Base No. 5) at Brest, France. The remaining ten who lost their lives through the scourge died on shipboard.

The chief causes of the forty-three deaths due to diseases other than influenza were tuberculosis and pneumonia (contracted prior to the epidemic). The other Philadelphia young woman who died in the naval service comes in this classification. She was Miss May Adele Turner, of 3213 N. 6th Street, a chief yeoman, who died June 21, 1917, of cerebral meningitis.

There was a total of twenty-five men who died through self-destruction, falling overboard from naval vessels, in quarrels, or in accidents ashore, and thirty-two, whose deaths came either in action with the enemy or in the perils of collision, storm, etc., while at sea. In the cases of the latter, their stories form a part of the threads from which is woven the fabric of the naval history of the country during the war.

How the first Philadelphia lives were lost in action with the enemy has already been told. They were the two members of the naval gun crew on the tanker *Vacuum*, which was torpedoed on April 23, 1917.

Five were killed on the U. S. Destroyer *Jacob Jones*, which was torpedoed on December 6, 1917, in 49° 23' north, 6° 13' west. The Philadelphians among the sixty-two lost on the destroyer were, Dock Johnson, cabin cook; Bernard Joseph McKeown, fireman, first class; George Christian Merkel, machinist's mate, first class; George Washington Pote, oiler, and John Thomas Tufts, blacksmith.

The tragedy of the naval tug *Cherokee*, which sank in a storm off the Delaware Capes on February 26, 1918, cost twenty-three lives, among which were numbered three Philadelphians, one of whom was the vessel's commander, Lieutenant Edward Dolliver Newell. The other two were Herbert Martin Biddle, quartermaster, third class, and Sylvester Bernard Noland, fireman, third class.

An explosion of a shell on the transport *Von Steuben* on March 5, 1918, resulted in three deaths, one of whom, a Philadelphian, was Earl Crouse Martin, seaman, second class.

The second Philadelphia officer to die in an accident was Lieutenant-Commander Richard McCall Elliot, Jr., who was killed with thirty-two members of his crew on the U. S. Destroyer *Manley*, when it collided with a British transport, on March 19, 1918, the collision resulting in the explosion of a depth charge on the stern of the American war vessel.

Four Philadelphians were among the forty-five killed in action on the cargo steamer *Lakemoor*, which was torpedoed by a submarine on April 11, 1918, when about three miles off the Scottish coast near Crossley Light. They were Charles Bernard Hiller, seaman, second class; Thomas Aloysius McIntyre, seaman, second class; Joseph Francis Ryan, seaman, second class and Philip Henry Stein, Jr., seaman, second class.

When, on April 21, 1918, the Navy Department announced the naval collier *Cyclops*, as being lost at sea unheard of with its crew of 293 men, there were six Philadelphians among the missing and they are missing today. The *Cyclops* left the Barbadoes for Philadelphia on March 3, 1918. It was due in Philadelphia about March 13th, and it never arrived. The naval men from this city were John Herbert Blemle, machinist's mate, first class; Percy Leon Carpenter, chief water

tender; Anthony Glowka, fireman, third class; Samuel Goldstein, seaman, second class; Louis Minch, fireman, third class and James Arthur Shooter, seaman.

Two seaplane accidents cost Philadelphia lives in May and August of 1918. In the first, on May 31, 1918, at Miami, Fla., Ensign George B. Evans, Jr., plunged to his death and, in the second, on August 23d at St. Trojan's, France, Quartermaster John James McVeigh was so badly injured that he died shortly afterwards.

Just twenty miles south of Fire Island, N. Y., on the morning of August 27, 1918, the armed cargo boat *Felix Taussig* spotted what it supposed to be an enemy submarine and fired three times upon it. The shots were fatal to the craft, but instead of a submarine it was American sub-chaser No. 209. It sank carrying down with it seventeen men. The destroyer *Patterson* and sub-chasers Nos. 188 and 270 picked up the survivors. Four Philadelphia boys were among the seventeen lost. They were Harry Sawyer Demey, gunner's mate, first class; Leonard Alonzo Haskett, Jr., boatswain's mate, second class; John Alexander McBride, quartermaster, first class and Irwin John Sheehan, oiler.

Two Philadelphians were killed in an encounter between the transport *Mt. Vernon* and an enemy submarine on September 5, 1918, while 250 miles off the French coast. The *Mt. Vernon*, although torpedoed, managed to get back to port. Thirty-six men were killed including Harry Nealson Skelly, engineman, second class, and George Joseph Sofian, fireman, second class.

There was one Philadelphian who died on the army cargo boat *Buena Ventura*, which was torpedoed and sunk on September 16, 1918, in 44° 36' north, 13° 10' west, the total death toll being sixty-four. The Philadelphian was James Mahathey, water tender.

One of the most tragic episodes of the war, the attack of the U-152 on the navy cargo carrier *Ticonderoga* on September 30, 1918, in 43° 5' north, 38° 43' west, took the lives of three Philadelphia boys. A total of 216 men perished on the *Ticonderoga*, either killed by the shelling, or drowned in efforts to escape in shot-riddled boats. The Philadelphians were: Benjamin Baylor, wardroom steward; Ulrich Joseph Thomas Charette, seaman, second class and William Frederick Miller, plumber and fitter.

When the *Herman Frasch*, a small army transport, sank on October 1, 1918, in collision with the navy cargo boat *George C. Henry*, a Philadelphian went down with the sixteen men lost. He was Joseph Howe Vasensky, water tender.

The final Philadelphia naval officer to lose his life in accident was Ensign Benjamin Lee, who was killed at the naval air station at Killinghome, England on October 28, 1918, after having served for many months in the bombing squadrons based there.

RECRUITING FOR UNITED STATES NAVAL RESERVE*

Approximately 32,000 men were enrolled in the United States Naval Reserve Force in the Fourth Naval District, of which number, according to Lieutenant Maurice Saville Tucker, district enrolling officer, 20,000 were from Philadelphia.

About March 17, 1917, a recruiting office was opened in the mayor's reception room, 202 City Hall, in charge of Ensign Jukes. As the work developed Ensign

*By the Secretary of the Philadelphia War History Committee. Information supplied by Lieutenant Tucker.



Courtesy of Frank W. Buller, Stanley Co. of America.

Recruiting Rally at City Hall.

Jukes was succeeded in turn by Ensign Ignatius F. Cooper and Ensign Wesley B. Johnson. On April 2d, Lieutenant M. S. Tucker reported for duty and remained in charge at City Hall until June 22, 1917, when all recruiting for the United States Naval Reserve Force in the Fourth Naval District was suspended, except for some special units of the service.

Later there was also special recruiting at the United States Naval Home on Grays Ferry Road, in charge of Lieutenant-Commander F. W. Payne, U. S. N. (Ret.), who was Senior Enrolling Officer in the Fourth Naval District. Among the branches in which men were enlisted at this time were the Medical Corps and Aviation Corps. Special efforts were also made to enlist ex-service men.

The rapidity with which various recruiting stations were established is exemplified by the following incident: Almost simultaneously with the opening of the main recruiting station in City Hall, the commandant of the Fourth Naval District desired to open another branch in the Crozier Building. At 9 p.m. a telephone message was sent by Mrs. Barclay H. Warburton to John F. Lewis, who was one of the original five members of the Committee on Municipal Defense, with the peremptory request that he have an office ready for business the following morning at 8 o'clock. In spite of the fact that he was ill in bed at the time, he telephoned to William Cowdery, caterer, and asked him if it would be possible to have a number of large screens, sufficient to make four dressing rooms, and some two hundred chairs sent to the Crozier Building by 8 o'clock the next morning. This Mr. Cowdery did, and refused to make any charge for the rental of the equipment which he supplied. A night call to the Wanamaker Store resulted in the



Courtesy of Frank W. Buhler, Stanley Co. of America.

Throngs at a Recruiting Rally.

delivery of sufficient office furniture and the first recruits were examined and accepted before the general offices in the building were opened the next morning.

In December, 1917 (1st to 15th), there were special drives for recruits for all classes in the naval reserves, and on February 19, 1918, Lieutenant Tucker was made District Enrolling Officer, and offices were again opened in the mayor's reception room at City Hall. At about this time the recruiting offices for the regular navy, particularly the one at 15th and Arch streets, were directed to enroll for the naval reserves as well as for the navy.

In April of 1918 a recruiting office was also opened at 52d and Sansom streets, and during the period between April 15 and May 15, 1918, 2,500 men were enrolled in the Fourth Naval District.

The enthusiasm of the men for this work is well exemplified by a man who enrolled in Philadelphia but who originally came from the Pacific Coast. He was especially fitted to handle the Deisel engines, but was rejected because of a serious physical disability. Upon examination and assurance that he could be fitted for work by an operation, he submitted to it and was ready in three weeks to be discharged from the hospital. In a fit of enthusiasm he slipped while still at the hospital and seriously injured himself, necessitating another operation, with a five weeks continued visit at the hospital. By the time he was ready for discharge all recruiting had stopped, but through special efforts of Lieutenant Tucker he was accepted in the reserves and later became an officer. Many other men submitted to operations of major or minor character in order to qualify for enrolment.

When the recruiting first started, practically all of the men were sent to their homes to await further call. However, mechanics, clerks and others with special qualifications were immediately sworn in. Large numbers of men upon being

called to active duty were sent to Washington Barracks, Cape May, to League Island and also to Norfolk. Others went to Pelham Bay or to the officers' school at Washington, D. C. Some Philadelphians were among those who took the special three months' course at the United States Naval Academy, Annapolis, Md.

Until the Navy Department at Washington completes its records it will be difficult to trace with any degree of accuracy the subsequent history of Philadelphia men in the United States Naval Reserve Forces.

"IF"

Dedicated to the United States Naval Reserve Force
(With apologies to Kipling)

If you can keep up heart when those about you
Believe all navy rumors to be true;
If you will give no man a chance to doubt you,
Yet never make a statement you will rue.
If you salute each officer who passes,
No matter what his place in civil life,
And never make excuse of "need for glasses,"
Nor give—nor wish to give—a cause for strife.

If you can see a stupid man commissioned
Because his second cousin's son has pull,
And though your officers have all petitioned
High rank for you, such places then are full;
If you can wait, and wait, and keep on waiting,
Till golden opportunity is past
Move on, nor waste your energy in stating
That, hook or crook, you'll "get" that man at last.

If you can give the best of all that's in you
And work from dawn to dark, just to be told
The one who cringed for fear in every sinew
Was sent across, and merits stripes of gold;
If you can listen to returning sailors
From Naval Base at Pauillac or Bordeaux
Recount sea tales of trench and German jailers,
And never tell the pests where they can go.

If you can see your least loved comrade given
Release, who played and "passed the buck" the while,
And now receives the place for which you've striven
In your old firm and yet you dare to smile;
If you obey all rules, howe'er chaotic,
If you are merely glad the war is won,
And are, in spite of hardships, patriotic,
You're ready to be canonized, my son.

PATRICIA F. CROSBY,
Yeoman 1st Class, U. S. N. R. F.

BRANCH OFFICE OF NAVAL INTELLIGENCE

The Office of Naval Intelligence, of the Navy Department, Washington, had its first representation in Philadelphia by the appointment on April 16, 1917, of W. Barklie Henry as Confidential Representative, Mr. Henry having previously volunteered his services to Franklin D. Roosevelt, Assistant Secretary of the Navy. From the beginning the work grew rapidly, and additional help and space were required, and various men of prominence in the Philadelphia business world were added as assistants.

On July 18, 1917, the office was located in the Morris Building and fully recognized by the Navy Department and assigned certain definite duties to perform. From this time on, the personnel was rapidly increased as additional duties were delegated, the personnel including commissioned officers, volunteers to the United States Government with salaries at \$1.00 per annum, enlisted persons assigned to the office by the Navy Department, and salaried civil employes, until at the time of the signing of the armistice about seventy persons were directly connected with the office, and more than 1,000 indirectly connected in various capacities as confidential representatives throughout the Fourth Naval District.

The work at first consisted of certain investigations as specifically requested by the Secretary of the Navy. Later on it consisted of investigations of the activities of suspected German agents in munition plants and other companies with navy contracts, acts of sabotage and various other suspected activities, leading to internments or continued surveillance or proof that the suspicion was unfounded. Many investigations were made of commercial and shipping houses and enemy goods in storage. In the above duties, the office cooperated with the Aide for Information of the Fourth Naval District, Military Intelligence Section and the Department of Justice.

Many investigations were made at the request of the Cable Censor and of various other Branch Offices of Naval Intelligence in the other Naval Districts.

A Plant Protection Section was established which, in addition to investigations of acts of sabotage and various suspects, required various protection measures, with the view of preventing interruption of the completion of the navy contract on which the plant was engaged. This protection included investigation of and installation of fire protective measures, guarding by watchmen, adequate fencing and lighting, patrolling, and inside agents to detect unrest or suspicious acts.

Food canneries supplying goods to the Army and Navy were added eventually to the work. Here the quality of materials used, the source of water supply and general cleanliness were investigated and, if necessary properly improved—all this work for the purpose of safeguarding such supplies.

For a short time, investigations were made for the Postal Censorship authorities, but this work was later transferred to the Aide for Information and Military Intelligence Section.

Upon the close of the office, after the signing of the armistice, the Investigation Section had covered and reported on approximately 2,000 cases, and the Plant Protection Section had inspected and reported on 468 manufacturing plants and thirty-four canneries.

In all this work it was necessary to combine speed and accuracy, as quick work was often necessary to frustrate some enemy plot or catch suspects before

there was time for their escape. A number of internments were procured and no explosion or serious fire occurred in any of the protected plants.

The work done received commendation from the Navy Department, and several members of the staff received commissions, Mr. Henry being made a Lieutenant-Commander of the United States Naval Reserve Force on March 8, 1918, and J. Shipley Dixon, his assistant, a Lieutenant (j. g.), on April 12, 1918, and later promoted on October 11, 1918, to a Lieutenant (s. g.).

The office had branches in Altoona, Atlantic City, Bethlehem, Chester, Harrisburg, Lancaster, Lebanon, Pottsville, Reading, Scranton, Wilkes-Barre, Williamsport, Wilmington, and York, this work being in charge of Ensign Malcolm Goldsmith.

The departments of the office were in charge of the following:

Officer in Charge.—W. Barklie Henry, Lieutenant-Commander, U. S. N. R. F.

Assistant to Officer in Charge.—J. Shipley Dixon, Lieutenant, U. S. N. R. F.

Office Management.—Kane S. Green, Chief; W. Howard Pancoast, Assistant.

Supplies and Accounts.—John R. Maxwell.

Investigations.—Hallowell Irwin, Chief. (Mr. Irwin succeeded Charles F. DaCosta, Esq., who had been appointed Special Assistant to the United States District Attorney.)

Plant Protection.—Howard F. Hansell, Jr., Chief; W. Carlton Harris, Assistant, Chief Yeoman, U. S. N. R. F.

Motor Service Department.—Eaton Cromwell, Chief Yeoman, U. S. N. R. F.

Some time after the office was discontinued the Navy Department awarded Lieutenant-Commander Henry a special letter of commendation, with the right to wear the silver star in recognition of his meritorious service in organizing and establishing the Branch Office of Naval Intelligence in Philadelphia.

THE NAVAL MILITIA OF PENNSYLVANIA

BY LIEUTENANT HENRY C. MCLIVANE, JR.

The Naval Militia of Pennsylvania, at the time of the outbreak of the war, consisted of one (1) battalion composed of four divisions or companies, two in Philadelphia, and two in Erie. On April 6, 1917, the battalion was called into active service and mobilized at League Island Navy Yard, together with various naval militia units from other States.

All divisional and even State lines were wiped out; units were broken up; officers separated from their men, and each assigned to duty according to rank or rating to fill vacancies existing on ships, and in shore details. Of the 151 men in Philadelphia divisions, fifty were assigned to the U. S. S. *Chicago*, which had been their training ship; 101 were assigned to the U. S. S. *Iowa*, and three were assigned to shore duty. Of the eight officers in Philadelphia, including staff officers, Commander Harvey M. Righter (M.C.), Lieutenant Henry C. McLivane, Jr., and Lieutenant Henry S. Austin served on the U. S. S. *Chicago*; Lieutenant Walter M. Gorham, Jr., and Lieutenant (j. g.) Edward O. Burke on the U. S. S. *Iowa*; Lieutenant Thomas W. Rudderow on the U. S. S. *De Kalb*; Commander Thomas T. Nelson, Jr., and Lieutenant Albert L. Byrnes (S. C.) were assigned to shore duty in the Navy Yard.

It is impossible to give the story of the Pennsylvania Naval Militia as a unit. Officers and men after mobilization were transferred from one place and from one duty to another. However, due to the fact that the members of the Naval Militia



Officers and men of Divisions "A" and "B," 1st Bn., N. M. P., on U. S. S. Chicago.

were already prepared for efficient service, when war was declared all of the officers and men were ready and served in the majority of cases on combatant ships on foreign service. It is interesting to note that the only Naval Militia Officers assigned to the Destroyer Force, based at Queenstown, were Lieutenants Thomas W. Rudderow, Henry C. Melvaine, Jr., and Henry S. Austin of the Philadelphia divisions. Lieutenant Walter M. Gorham, Jr., was later transferred to the minesweepers operating off the French coast and based at Brest, where he had command of the U. S. S. *Anderton*.

CAMOUFLAGE PAINTING ON THE DELAWARE

By WILLIAM BELL CLARK

The application of camouflage painting in the Delaware River District began on April 25, 1918, approximately one month after the newly created Department of Camouflage of the Emergency Fleet Corporation, and the Bureau of Construction and Repair of the Navy Department had agreed to discard all other previously approved methods, and concentrate on baffling the German submarines with the English "dazzle" system, with its principle of distortion, rather than concealment. During March, 1918, Lieutenant Commander Norman Wilkinson, B. N. V. R., had explained and lectured in this country upon the "dazzle" idea, a system which he had invented, and which had already been used effectively in England. All patterns of the "dazzle" system were based upon the theory of geometrical perspective, lines drawn gradually, and increasing in width from stern to bow, and broken up into checkers, increasing in size, the whole creating an impression to the eye that the vessel was proceeding in an entirely different direction than its actual course.

In the month of April, 1918, the nucleus of the camouflage branch of the Delaware River District Office had been formed, with Harold E. Austin as District Camoufleur, and one assistant, Frank V. Smith, loaned from the New York District, where he had been under the instruction of Commander Wilkinson, to aid in the organization of the Philadelphia office. District Camoufleur Austin was serving in the Navy, and could not report for duty until disenrolment. In the interval between the application for Austin's disenrolment March 25, 1918, and the date of his actual appointment as District Camoufleur, several days after April 13, 1918, few steps were taken looking toward the creation of a camouflage organization in the District. Uncertainty in all minds as to the scope and jurisdiction of the new Camouflage Department tended naturally toward marking time, until matters were made clearer, and the District Camoufleur arrived. Several additional local factors also entered into the situation. First, was the existence of the Agency Yards, the American International Shipbuilding Corporation at Hog Island, and the Merchants' Shipbuilding Corporation at Bristol, which, about two months before, had been removed entirely from the jurisdiction of the district office. Second, was the presence of the Philadelphia Navy Yard, within the Shipping Board District, which might or might not have to depend upon the district office for camouflage painting. Fleet Corporation and navy circular letters, issued on March 19th and March 29th, helped to clear up numerous points regarding the respective duties of the two government departments, but left other questions still obscured. In fact, as late as April 13th, the home office, writing



Photo by W. N. Jennings.

Camouflage Corps, Delaware River District No. 10.

to F. H. Grogan, at that time Delaware River District Officer, referred certain inquiries of his to the District Camoufleur, "Whom we expect will report to you for appointment within a few days."

The Delaware River District, or District No. 10, as it was then known, had not the large area it later attained. As has been said, the Agency Yards were excluded from it. In addition, the Traylor Woodship Yard, at Cornwells Heights, Pa., was under the jurisdiction of the Second District (New York), and the Pusey and Jones and Harlan and Hollingsworth Yards, at Wilmington, Del., were in the Third District (Baltimore). This left but six active shipyards in the Delaware River District, namely, the William Cramp and Sons Ship and Engine Building Company, Philadelphia; the Sun Shipbuilding Company and the Chester Shipbuilding Company, Chester, Pa.; the New York Shipbuilding Corporation, Camden, N. J., and the Pennsylvania and New Jersey yards of Pusey and Jones, Gloucester, N. J. At Cramps, and the New York Ship, also, a large part of the output was devoted to Navy contracts, over which the Shipping Board District Office had no control. In fact, a list of vessels estimated for delivery before July 5, 1918, shows that the District's management extended over just sixteen ships nearing completion at that time.

The question was, would the new camouflage organization in the District confine itself to the limited total under control of the District office, or, would its painting go further, to the Agency Yards and naval vessels? As will be shown, the camoufleurs were not even halted at that point, as every vessel entering the



Courtesy U. S. S. B. E. F. C.

U. S. S. "Isanti," camouflaged under the direction of the Philadelphia office, U. S. S. B. E. F. C.

port of Philadelphia, under charter or ownership of the Shipping Board, Navy Department, War Department or Railroad Administration, was subsequently adorned with the weird geometric patterns of the "dazzle" system, applied under supervision of District Camoufleur Austin's force.

An office for the District Camoufleur was provided in the same building which housed the district office, the Medical Arts Building. By April 25th he was ready for business, and on that day the newly completed tanker *J. M. Connelly*, was painted as the first camouflaging job on the Delaware. This ship, a vessel of 7,000 tons, built at the Pennsylvania yard of the Pusey and Jones Company, Gloucester, N. J., was painted as she lay beside her fitting-out pier, the event being the occasion of the testing of a new device, a pole with chalk clamped on the end, to trace the outline of the design over the areas not reached by stagings. The device worked so well that it was recommended to the home office for general adoption, particularly in shipyards not equipped with sufficient floats and stagings.

An announcement from the home office that stringent orders soon would be issued by the Division of Operations making the "dazzle" system mandatory for all vessels sailing into the war zone came while the *J. M. Connelly* was being painted, as did a further definition of the respective duties of the Navy and Fleet Corporation regarding camouflage. This latter circular established finally that district camoufleurs were to be advised and consulted whenever naval vessels were to be "dazzle" painted. The letter further instructed District Camoufleur Austin to call upon the Commandant of the Fourth Naval District and the Commandant of the Philadelphia Navy Yard. During the second week of active work in the district, Austin completed the camouflaging of the *J. M. Connelly*; called at the Navy Yard and was assured, although not seeing the Commandant, that he would be notified a day in advance of all camouflage jobs; made arrangements with Port Captain Abbott, of the Division of Operations, to be given ample notice of all vessels entering the port, and secured from the manual training branch of the Philadelphia public schools the promise to build him wooden ship models for experimental work.

On September 18th, the Railroad Administration decided to camouflage its

coastwise fleet and shortly afterwards the District Camoufleur received plans for the painting of several vessels of the Clyde and Merchants and Miners Lines. Work was started shortly afterwards on these vessels. An increase in the duties devolving upon the camouflage branch came also on September 18th, when the two shipyards at Wilmington, Del., were added to the Delaware River District.

The first ship launched at Hog Island, the *Quistconck*, was ready to be camouflaged on October 11th, and was completed on October 29th. The *Watonwan*, the first ship at the Bristol plant, had the painting started on October 9th and was finished on October 14th. George W. Lawlor, who was given the rating of Chief Camoufleur, was placed in charge of all camouflage work at Hog Island.

At the time of the armistice there had been 111 vessels camouflaged in the Delaware River district, including a few which had been merely retouched. The official telegram on Armistice Day, ordering that all camouflaging cease, was followed by a telegram which instructed the District Camoufleur to cut down his force. Almost all of the camoufleurs were discharged from the service on November 15th, being given accumulated leave and paid to December 1st. In notifying them of the end of their work, the District Camoufleur sent a complimentary letter to each. On November 16th, before departing for their homes, the camoufleurs presented a letter of farewell to District Officer William G. Coxe. Chief Camoufleur George W. Lawlor resigned about November 21st, and the District Camoufleur was transferred on January 1, 1919, to the chief inspector's office, remaining in the Fleet Corporation service until August 31, 1919.

On May 6th, Albert Rosenthal was added to the camouflaging force in the district, and Paul King joined the same day as an assistant camoufleur. Camoufleur Smith was ordered to Boston, to report May 13th, but before leaving supervised the painting of the second ship, the 10,000 ton navy cargo boat *Radnor*, making necessary changes in the design which caused some discussion subsequently, and led to stringent orders that camoufleurs should never alter designs for naval vessels. To continue with the personnel of the camouflage branch of the Delaware River District, a new camoufleur, George W. Lawlor, was added on May 15th, and a few days prior to that the staff had been increased by the arrival of Camoufleurs Oscar de Clerk, Paul King and Earl Selfridge. On May 24th, Camoufleurs George McLaughlin, Harry W. Moore and Fred J. Thompson were ordered from New York to Philadelphia. The same day, de Clerk and King were ordered to New York. On July 1st, also, Camoufleurs Wilson V. Chambers and Ralph P. Coleman were transferred from New York to Philadelphia, as was Camoufleur Franklin C. Watkins on July 9th. Two more camoufleurs, Leo Kernan and Hamilton D. Ware, arrived from New York about July 30th, and a third, Warden Wood, on July 31st.

Camoufleur Wood was ordered back to New York after a stay of about ten days, and, on August 13th, Camoufleur Selfridge was sent to Jacksonville. Camoufleurs McLaughlin and Moore were transferred to Boston on July 30th, and Camoufleur Rosenthal left the service August 23d, reducing the total staff at that time to nine. Three other men also served in Philadelphia: Camoufleur Robert D. Gauley, Camoufleur Mitchel R. Buck, Camoufleur Arthur D. Carles.

To return to the actual progress of camouflage, the third vessel painted was the *Gulfland*, an oil tanker at the New York Shipbuilding Corporation, and while the work was in progress on it, the *Arondale*, at the Chester Shipbuilding Com-

pany; the *Themisto*, at Pier No. 2; the *H. C. Folger*, at Point Breeze, and the *Mundale* and *Meuse*, at Port Richmond, were also undertaken.

It was necessary to settle a number of questions regarding vessels already in the service, and which had been camouflaged under the old designs approved by the Ship Protection Committee prior to the adoption of the English "dazzle." The district camoufleur, on May 25th, pointed out, for example, to the Atlantic Refining Company that it would be necessary for the *Pioneer*, one of their tankers, to be repainted with a "dazzle" design.

During the week ending June 10th, the Camouflage Theater received twenty-five wooden models for experimental purposes. A conference of the camoufleurs of the district was held on the night of June 11th in the studio of Mr. Austin, at which time it was decided to procure a tank for the experimental work so that the camoufleurs could develop atmospheric effects by means of flexible arrangements of electric lighting. This tank was also constructed by the manual training branch of the Philadelphia public schools.

During the month of July, the camoufleurs were busy in all sections of the district. They were painting oil tankers at Marcus Hook and Point Breeze; Navy cargo boats at the various piers along the Delaware in Philadelphia; newly completed ships in the yards at Cramps, New York Shipbuilding Corporation, Sun Shipbuilding Company, Chester Shipbuilding Company, and Pusey and Jones Gloucester Yards, and were also being called upon to place "dazzle" designs on Army quartermaster vessels at Pier 73, South.

The first step in camouflaging the fabricated ships from the Hog Island and Bristol Yards came in August, when complete plans were prepared for the *Watonwan*, the first ship to be launched at the Merchants' Plant. That same week District Camoufleur Austin made arrangements with both the Merchants' and American International for future camouflage work. He established positively that while from a constructive standpoint the Agency Yards might not come under the district, for camouflaging purposes the district camoufleur was supreme. Toward the end of August, Henry C. Grover, Manager of the Camouflage Department, asked the opinion of Mr. Austin on a plan that would place all camouflaging—even to the purchase of the paint and the employment of the painters—directly under his department. A week or so later Mr. Austin gave it as his opinion that such a plan was impracticable because it would cost "more money to handle the work of our own force than to pay the shipyard for painting the boat." In the same letter he made mention of a plan he had devised to arrive at a comparative cost table, and this plan was later adopted and carried out through the months of September and October. Mr. Austin did recommend that the Camouflage Department purchase its paint direct, but the district officer vetoed it.

NAVAL BASE HOSPITAL No. 5

By DR. LEON HERMAN

In April, 1917, the Methodist Episcopal Hospital of Philadelphia, through Dr. Richard H. Harte, of the Southeastern Chapter of the American Red Cross, was asked by Surgeon-General William C. Braisted, United States Marines, to organize a Naval Base Hospital of 250 beds for foreign service.



Buildings in Brest.

Dr. Robert G. LeConte, who had served in the United States Navy during the Spanish-American War, was selected as Commander.

The Board of Trustees of the hospital formally voted to comply with the request of Surgeon-General Braisted and a committee, consisting of Dr. Richard Norris, Frank Freeman and Charles Scott, Jr., Chairman, was appointed to purchase the necessary equipment and to enroll the required personnel, to be composed of a surgical and medical staff of forty and an enlisted personnel of ninety.

The estimated cost of the equipment was \$25,000, but the actual expenditures far exceeded that amount. It was decided that the expense should not be charged against the funds of the hospital and, therefore, the financial problem was important. It was solved, however, by contributions of about \$20,000 received from the Methodist churches of the city, from personal contributions amounting to \$5,000 and from an appropriation from the Southeastern Pennsylvania Chapter of the American Red Cross amounting to about \$15,000. There was, moreover, a large number of additional contributions.

On June 1, 1917, the equipment for a 250-bed base hospital, as well as the equipment for the personnel, was purchased, packed and stored ready for shipment.

In recruiting physicians, surgeons and nurses, the staff of the Methodist Hospital was largely drawn upon. Practically all of the doctors had been or were connected with the hospital and 80 per cent of the nurses were Methodist Episcopal graduates. Miss Alice Garrett, Superintendent of the Nurses Hospital Training School, was appointed Chief Nurse.

Training was given to the enlisted personnel at the Navy Yard and Naval Home, and thus everyone connected with it received special hospital training.

On Thursday, September 13, 1917, a telephone message was received from Washington ordering the Unit to be ready to sail on the transport *Henderson* on the following Saturday, September 15th.

At ten o'clock on the morning of September 17th, after reporting to Dr. Le Conte, it was learned that five of our officers, Dr. James Talley, Dr. George Ross, Dr. Vincent Lyon, Dr. Grayson McCouch and Dr. John Hugo, together with the enlisted personnel, had been ordered away on the U. S. S. *Henderson*, while the remaining officers, together with the nurses, were to "stand by."

On board the *Henderson* the group was met by Commander H. C. Curl, who had been assigned to the Unit as Commanding Officer and who guided our fortunes throughout the war.

Navy Base Hospital No. 1, from Brooklyn, N. Y., was aboard, with a full personnel of twelve officers and forty nurses. The military atmosphere of the ship was much enhanced by the presence of the 2d Battalion, 6th Regiment, United States Marines, under the command of Major Hughes and seven fellow officers. These men were destined to make history at Belleau Wood, and such are the strange workings of fate that some of them came under the care of our operating teams when the latter were on duty at American Military Hospital No. 1, in Neuilly, in June, 1918.

On Tuesday morning, September 18th, the ship's company awoke in New York Harbor. There they remained until 3 p.m., September 22d. The delay was caused in part by a fire which began in the afterhold among a ton of Y. M. C. A. literature. At eight o'clock on Saturday evening, September 22d, the good ship *Henderson* silently glided out into the darkness of the Atlantic. No lights were showing, but forms of the other ships in the convoy including two other large transports, two destroyers and an armored cruiser could be made out.

The newly made group of civilian soldiers were deeply impressed with the strangeness of their new life, but all was forgotten for the moment as the lights of the Statue of Liberty disappeared. The weeks of impatient waiting for orders, the considerable task of giving up the old life and preparing for the new, the sad farewells to families and friends—all had been completed, and now at last the great adventure was begun.

Next morning the ship was again in New York Harbor!

At 10:15 on Sunday evening, September 23d, another start was made, and by seven o'clock next morning the convoy was well up toward Nantucket shoals. The day opened overcast, and by eleven in the morning a nasty "Southwester" sprang up which soon knocked out at least one-third of the Marines, hospital corpsmen and nurses. A seasick marine expressed his desire to "bayonet the guy who invented the ocean."

The convoy consisted of eight vessels: two destroyers, the *Roe* and *Monaghan*, the cruiser *San Diego*, transports *Finland*, *Antilles*, *Henderson* and *Lenape*, and the oil tanker *Konahawa*.

"Abandon ship" drills were regularly performed and the strictest orders were enforced regarding the use of lights.

On Tuesday morning, September 25th, it was found that the *Lenape* and *Konahawa* had gone astray during the night, and to this misfortune was added the signaled news of "man overboard" from the *San Diego*. All of the ships hove to for

three-quarters of an hour, but the unfortunate sailor was not to be found and we again got under way. This was the first casualty.

On the early morning of Wednesday, October 3d, five United States destroyers met the east-bound ships, and several hours later the *San Diego* and the two destroyers turned back and headed for America. It seemed like parting with the last ties to home and country.

Immediately the order was given for all on board to don life preservers and to carry or wear them night and day until port was reached.

That night an impromptu dance was given on the hurricane deck, much to the disgust of at least one line officer, who was heard remark, "This certainly is a hell of a warship." A rather heavy sea was running and some improvised steps were introduced.

On Friday morning, October 5th, at 4:15, Bell Isle Light was sighted on that little plot of land first fortified by Porthos of Three Musketeers fame. Forty miles to the east lay the French coast and safety.

Leaving the Bay of Biscay with its dangers, the *Henderson* entered Quiberon Harbor and thence into the River Noire. The town of St. Nazaire was reached in the late afternoon. Here a hearty welcome was given by the natives and a group of United States Marines. It was good to learn that Navy Base No. 5 was among the first 100,000 Americans to land on French soil.

The few succeeding days were spent in unloading the stores and putting them in a warehouse assigned by the Army for the purpose, and in getting settled in Army Camp No. 1.

Commander Curl had left for Paris immediately after disembarking, and returned October 10th, with the news the Unit had been ordered to Brest.

Our future troubles in business negotiations with the natives, not to mention difficulties with the language, were anticipated in the arrival of M. Hean as official interpreter.

Orders to proceed to Brest arrived in the morning of October 17th, and by night the Unit reached that place.

After one month of impatient waiting, having heard in the mean time of the safe arrival in France of the advance guard of our Unit, the rest of the Unit left Philadelphia on October 15th on the S. S. *St. Louis*, afterwards the U. S. S. *Louisville*, and, as the sun was sinking low in the west, we waved our farewells to families and friends whose faces and forms were soon lost in the thickening shadows of the evening.

Doctors Le Conte, Darby, Kerr, Hewson and Herman, together with the nursing staff of forty-one women, answered the roll call.

The S. S. *St. Louis* was still in the passenger service and the majority of voyagers were in "mufti," although many, and perhaps the majority, were on war missions. Prominent among the latter was a group of Congressmen en route to France. A group of thirty-five army aviators, fine young Americans every one of them, and among the first bird-men to embark for foreign service, were aboard, but, like our own, their names did not appear on the passenger list. The future experiences of this group of men has added a fine chapter to American heroism. Among them was Mr. McLanahan, a Philadelphian, who later did meritorious combat work with the troops, and who fought side by side with Quentin Roosevelt on the day that he was killed.

The atmosphere of the ship was quite peaceful, notwithstanding the armament on deck and the lack of lights by night, until October 17th, when all were ordered below decks while the guns blazed away in target practice at imaginary submarines.

On the morning of October 23d a lighthouse was sighted, and soon the coast of Wales loomed up in the distance. Next morning the pilot guided us up the river to Liverpool, where we docked at 9 A.M.

By four o'clock in the afternoon we had rescued our luggage and were on a special train en route to Southampton. The great furnaces of Birmingham opened their doors and lit up the sky as if to bid us welcome and good luck. We reached Southampton at 11 P.M.

While marching through the rain and mud to the great military camp we inquired of our young soldier guide his native city. "I'm from Philadelphia—Wolf Street, just opposite the Methodist Hospital," he replied.

On October 26th, Dr. LeConte and the nurses crossed the Channel, and after spending a day in Le Havre proceeded to Brest, where they arrived at noontime, October 29th.

Doctors Darby, Hewson, Herman and Kerr lingered, through no fault of their own, in the camp at Southampton for several days. Crossing the Channel one night on a boat otherwise filled with sleepless horses, they took up a brief residence in the camp at Le Havre, famous for its mud and Scotch. On November 2d they, too, arrived in Brest via Paris.

Base Hospital No. 5 began its work in a small "sick bay" which Dr. Garrison of the regular Navy had established, sometime before the arrival of the Unit, in a nunnery in the town of Brest, to meet the need of the "American fleet" of yachts and the earliest arrivals of the destroyer fleet which had been assigned to the port. Brest, now familiar to thousands of veterans, was at that time reposing in its ancient solitude. But few American sailors were to be seen and only an occasional soldier. However, conditions in Brest were found to be quite satisfactory, with reasonable prices for necessities. The Villa Maria, a large private dwelling, was procured and transformed into a dormitory for our nurses. The officers found lodgings at first in hotels and later in pensions or apartments.

Buildings suitable for hospital purposes were not many in Brest, and it was only after considerable effort that we were able to procure one that could by any stretch of the imagination be considered at all desirable. Further delay was caused by the temporary occupation of the first two floors by a school and orphanage. We were ejected in due, if slow, course by the local courts of justice.

On October 18th the U. S. S. *Antilles* was torpedoed and sunk 330 miles out of St. Nazaire. Some of the survivors were brought to Dr. Garrison's hospital, which was locally known as Hospital No. 9 and were attended by our surgeons. On the morning of October 29th, survivors arrived from another torpedoed transport, which proved to be the *Finland*.

The search for suitable hospital quarters continued and proved to be disappointing, and it became more and more evident that we were to be deprived of our quarters in the orphanage. In the meantime, the staff had been completed with the arrival in Brest of the group which had come by way of England.

Moreover, there seemed little opportunity, or need, for creating a fine hospital in a place where the Navy's activities were apparently very slight. No one could

foretell the remarkable growth of our Navy in foreign waters, a growth that proceeded with extreme rapidity until our Flag Office under Admiral Wilson, was second in importance only to the London Office.

After considerable effort, an ancient nunnery was leased from the French, who had occupied it as a Convalescent Hospital since the early days of the war. This institution, which was locally known as No. 4, was taken over by our unit on November 10, 1917. The hospital was situated in the Rue de Kerfautrau, in the extreme eastern section of the city, just off the Rue de Paris, the main thoroughfare.

That portion of the building which was to be used for hospital purposes was entirely unprepared for the reception of patients, and so far as the uninitiated could determine the possibility of ever getting it into fit condition seemed extremely remote. In addition to the repeated scrubbing necessary to remove the universal filth, provisions had to be made for the installation of heat, gas, electricity, running water and modern plumbing. The main building could accommodate only several hundred patients, so that it was necessary to provide barracks and tents for the contagious cases and to relieve the overflow from the main building.

It was originally intended that the repairs should be made before the hospital was put into commission, but the arrival of about one hundred patients, from a group of four large transports, which had arrived with 14,000 troops, necessitated a change in our plans.

On November 12, 1917, half of the patients in Dr. Garrison's hospital were moved to Navy Base Hospital No. 5 and on this day, therefore, the hospital began its own real work. The erection of barracks for the contagious cases proceeded rapidly, so that we were soon able to take care of this class of patients without the assistance of the French, who had up to this time admitted our contagious cases.

Groups of patients continued to arrive from the transports, and in the meantime the work of making the hospital habitable went on apace.

To describe accurately this hospital is a difficult task. The institution was surrounded by a stone wall, perhaps ten feet in height, enclosing a plot of land a half an acre or more in extent. Numerous human thigh-bones, the bones of departed Sisters, so the story goes, were incorporated in the walls, projecting for about half their length. These the "gobs," whose liberty was restricted, irreverently used as stepping-stones to their stolen freedom.

There were many beautiful trees within the enclosure, and these, as was the agreement, were carefully preserved, although this necessitated a rather irregular distribution of the tents and barracks which it was necessary to erect for our growing family.

The main building was situated at the eastern extremity of the property, occupying approximately one-third of the area, with a small courtyard in front separating it from the wall and street. This little courtyard had served as the means of entrance for the populace to the public chapel, which was the largest room in the building and which we used as a surgical ward. To the left of the courtyard just mentioned was a two-story building, which was utilized for the executive offices. Here also was stationed the druggist in charge of the United States Naval Medical Supply Depot, which, in April, 1919, began the distribution of supplies to our numerous stations in France and to vessels in the Mediterranean and Adriatic.

A small private chapel for the inmates of the nunnery, situated behind the big chapel, was transformed into a surgical ward with fourteen beds. The remaining portion of the building was constructed in the form of a hollow square surrounding a central courtyard. It was three stories in height and divided into many rooms of all sizes and shapes, far too intricate for detailed description.

The southern side of the first floor was devoted to small surgical wards, operating rooms and the X-ray Department, while the remaining portions were taken up by the officers' and nurses' dining-rooms, storerooms, galley and carpenter's shop. The spacious corridors served as a dining-room for the crew.

The second floor was used for the most part by the medical staff with wards and a small private room for sick officers. Two large dormitories were used as living quarters for the crew.

Large double walled tents were secured from the French and used as wards, thus bringing our bed capacity to 800. The facilities of the hospital were, when completed, thoroughly adequate for first-class work. A pathological laboratory, together with the dental office, hospital pharmacy and diet kitchen, were situated on the second floor of the main building, and these departments, which were fully equipped, contributed largely to the success of the institution.

In the operating room the same excellence of equipment prevailed, and a general mortality rate of 2.05 per cent in surgical cases bespeaks the efficient organization and equipment of this department.

Dr. LeConte had been appointed Liaison Medical Officer, representing the Navy in Europe, and a considerable part of his time and energies were taken up with duties in other places than Brest. By the beginning of the new year, 1918, the hospital was functioning normally. The ancient buildings had been transformed into a really modern hospital with all of the physical convenience, but lacking, however, in architectural attraction. The professional work was much the same in amount and kind that we had been accustomed to do at home.

Impending American activities at the front were foreshadowed by the receipt of an order to organize operating trains, which were to be prepared for distant service. No call came, however, until June, when three operating units were ordered to American Military Hospital No. 1 at Neuilly. Twenty-five hundred cases were admitted to the hospital during the first three weeks of June, the majority being Marines who had been wounded at Belleau Wood and Chateau-Thierry. On the last day of June the operating units returned to Brest and two days later the 320 survivors of the U. S. S. *Covington* became our guests.

On July 17th the operating teams again left Brest and were on active service at the front for one month.

The evacuation of the American wounded was now assuming considerable importance and our hospital bore its share of this work. About the same time the influenza began to take its awful toll of our sailors on the incoming transports and the hospital became very much overcrowded. These eventful days passed rapidly, and on November 7th the false armistice was duly celebrated in Brest. On November 11th the true news was received. Eighteen days later the officers of the organization were at sea homeward bound. The Unit was not formally demobilized, as some of its members had been returned to the States as "casuals."

Navy Base Hospital No. 5 had the unique distinction of having served our

Navy in French waters during almost the entire period of America's participation in the war. The great majority of Navy men who were injured in foreign service came to our hospital. We also treated the survivors from the vast majority of the American ships which suffered at the hands of the enemy. The operating teams were the only ones from a naval base hospital able to serve with the Army at the front.

We take a pardonable pride in Base Hospital No. 5, feeling that it played well an important part in the war.

Personnel of Navy Base No. 5 when organized:

MEDICAL, SURGICAL AND NURSING STAFF

Director, Lieutenant-Commander Robert G. LeConte, M.D.

Assistant Director, Lieutenant-Commander James E. Talley, M.D.

Staff: Lieutenants J. H. A. Cleaver; George Darby, D.D.S.; Leon Herman, M.D.; William Hewson, M.D.; John A. Hugo, M.D.; P. M. Kerr, M.D.; B. B. Vincent Lyon, M.D.; Grayson P. McCouch, M.D.; George G. Ross, M.D.

Chief Nurse, Alice M. Garrett. *Assistant*, Mary S. Young. *Operating Room Nurse*, Alice L. Hurst. *Anæsthetist*, Faye L. Fulton.

UNITED STATES NAVAL COMMISSARY SCHOOLS

BY MRS. MARY A. WILSON

There had been great difficulty in securing cooks and chefs for the Navy, or at least men who could prepare palatable and nutritious meals, and on June 1, 1916, Frederick R. Payne, Lieutenant-Commander, U. S. N., retired, acting for Captain Hetherington, Commandant, United States Naval Home, conferred with Mrs. Mary A. Wilson, instructor of cooking, in reference to the establishment of a school in which cooking could be taught.

The first class was started by Mrs. Wilson on June 5, 1916, with fifty recruits of the United States Naval Reserve forces. After the first class was trained and sent to ships and stations and produced palatable meals, the Regular United States Naval School at Newport, R. I., sent a detachment of fifty men to the school.

The men trained for the first six classes were used as cooks for Naval Base No. 20 in France, on the coast patrol boats in the Fourth Naval District, and on Pier No. 19.

The success of the school soon spread, and Chaplain Tirbon, then on Commonwealth Pier, Boston, Mass., sent his daughter to investigate and to ask Mrs. Wilson to help them at Boston, where there was a great shortage of dependable cooks. William Rush, commandant of the First Naval District, urged Mrs. Wilson to spend part of the time in organizing a school there, which she did in the fall of 1916. Harry Schiffman, cook, first class, who was a salesman before he enlisted for the cooking school in the Fourth Naval District, was sent with Mrs. Wilson on leave of absence, and there on Commonwealth Pier started a school similar to the one in Philadelphia, alternating weekly between Boston and Philadelphia.

The quality of the food and the splendid records of the men, caused the Secretary of the Navy, Mr. Daniels, to send Rear Admiral Albert E. Ross to investigate, and his report, after a rigid inspection of the class, to the Surgeon-



An "All Philadelphia" Class.

General of the Navy at Washington, D. C., was that he found the men well berthed, though in tents, and the food was of splendid character.

The men were willing and earnest and took great pride in their work. The variety and quantity of food far surpassed other stations in the Navy, and at a cost of 23 cents per day per man.

In Boston, Mass., Admiral Wood, upon the inspection of bread made by the boys in the commissary school of which Mrs. Wilson was instructor, inquired the cost of the bread, and was told it averaged about $5\frac{1}{2}$ cents per pound, not counting the cost of the labor and heat. He then issued orders that men were to bake sufficient bread to supply the boats patrolling the coast as well as the five or six thousand men on the pier, and he remarked that he would give the order because of the quality of the bread, even though it should cost 16 cents per pound instead of $5\frac{1}{2}$ cents per pound, and because he believed that men should have good bread whenever possible. This school made 2,300 pounds of bread daily.

In a short time it was found that this home-made bread was not only economical in price, but also that when the bread purchased on contract was used 25 per cent of it was wasted, against only $\frac{1}{2}$ per cent of the bread made on the pier—so the commandant decided that was a splendid advantage of the navy; the contracted bread cost 12 cents per pound, and bread made on the pier cost $5\frac{1}{2}$ cents.

The fame of the naval cooking school in Philadelphia spread, and Lieutenant-

Commander Parker of New London, Conn., urged Mrs. Wilson to come to the fort there and establish a school.

The Food Administration and the other organizations active in war work in Philadelphia were constantly seeking to have the boys sent out to display their ability with cooking as an incentive to the housewife in her patriotic duties.

During the "flu" epidemic the cooking school of the United States Naval Home manned the municipal hospital and other places, helping out in emergencies.

Harry Stinger, who in 1916, before enlistment, was a boxmaker, is now the United States Naval Commissary steward at the United States Naval Home at Philadelphia.

James A. MacAnally, now steward for the Philadelphia Electric Recreation Club, Llanerch, who before the war was an inspector for the electric light company, went right from the United States Naval Cooking School to become steward to the United States Naval Home and held this position during the war.

Mrs. Wilson closed her own school in Philadelphia and devoted her entire time, day and night, to the training of naval cooks, from June 5, 1916, to December 31, 1918, without compensation of any kind. She used the equipment of her school, including ranges, tables and bake ovens, utensils, etc., and from June until October purchased such supplies—flour, baking powder, eggs, shortening, etc., for the classes to work with. After October, Captain George Cooper, upon an inspection trip, offered a yeoman's wage to cover expenses, but his offer was declined.

Captain Ernest F. Bennett, Chief of Bureau of Navigation, Washington, D. C., gave Mrs. Wilson much valuable information on the naval mess, and Secretary Daniels personally commended her for the meritorious work done.

Mrs. Wilson's title was instructor of cooking in the United States Naval Commissary Schools. No other schools of this character were recognized by the United States Naval Department at Washington, D. C. Two or three attempts were made by other commissaries to run schools, but they were turned into mess galleys. The Bureau of Navigation at Washington recognized the United States Naval Commissary Schools at Philadelphia and Boston as the only schools of their character outside of the training stations at Newport, R. I., where cooking instructions were abandoned during the war.

PHILADELPHIA'S NAVAL ROLL OF HONOR

OFFICERS

Bellak, Joseph Fausett	Fry, Charles	Newell, Edward Dolliver
Calhoun, Charles Raymond	Grover, Joseph McKinney	Patton, Thomas Bustard
Cheney, Richard H.	Hagood, Walter Brown	Roberts, Albert Charles
Duke, Leo E.	Hill, Richard Franklin	Slamm, Charles W.
Edwards, Joseph Francis	Kendall, Charles S.	Small, Joseph Chandler
Elliot, Richard McCall	Lee, Benjamin	Steel, Basil L.
Evans, George B., Jr.	Montague, Harold Edgar	Zeckwer, Jamard Richard
Feely, James Francis	Neuberger, Gilbert M.	

ENLISTED MEN

Achatz, John	Balfour, Alexander	Berman, Benjamin
Allander, Charles	Bartlett, John Frederick	Biddle, Herbert Martin
Alm, Edwing Alfred	Battersby, Robert Schultz	Bish, Walter Benjamin
Anderson, Otto	Baylor, Benjamin	Blenkle, John Herbert
Arnold, Edward Frederick	Becker, Leonard	Boyce, Howard Charles
Ash, Joseph Mansfield	Bennett, Thomas Joseph	Boyle, John James, Jr.
Baker, Albert Francis	Bennis, Edward Francis, Jr.	Brearey, Richard Joseph

Brenizer, Clarence Bruce
 Brickley, Joseph George
 Brister, Robert Fitch
 Broegger, Joseph William
 Brown, Bernard
 Burton, Evan William
 Burton, Richard, Jr.
 Callahan, James William
 Carpenter, Percy Leon
 Charette, Ulrich Joseph T.
 Cherry, Joseph Andrew, Jr.
 Clark, John, Jr.
 Cleveland, William Jacob
 Coldmon, Ivory
 Connolly, John Edward
 Connor, John Joseph
 Connor, William Moysius
 Corkle, George Connell
 Corkle, Joseph Jackson
 Dallas, Cecil
 Davis, Frank John
 Davis, Oscar
 Dembress, Anthony Joseph
 Denney, Harry Sawyer
 Deutsch, Morris Adolph
 DeVine, Clarence Richmond
 Disharoon, Benjamin Coulter
 Dougherty, Dennis
 Drummi, Harry Jacob
 Duane, James Joseph
 Durgin, Dennie Francis
 Fenton, John Lee
 Finnegan, John Michael
 Fischer, Charles John
 Fish, Wilbur
 Fisher, Edward
 Fitzgerald, Edward
 Ford, Thomas Walker
 Foster, Harvey John
 Frank, Gustave
 Freas, Arthur William
 Fredline, John Morris
 Frohner, Raymond Ashton
 Fugita, Ko
 Gallagher, Andrew Jackson
 Town
 Gillan, Hugh Michel
 Givens, Samuel Fitzmaurice
 Glowka, Anthony
 Godshall, Fred
 Goldstein, Samuel
 Golphin, Eugene Prince
 Gordon, William Reif

Graham, Joseph Wilson
 Greasley, Mark Winfield
 Haskett, Leonard Monzo, Jr.
 Hedges, William Henry
 Henry, William Thomas
 Hill, Robert Gray
 Hiller, Charles Bernard
 Hoover, Frederick
 Hoyle, Harry
 Jenkins, John Wm. Harrison
 Johnson, Dock
 Johnson, John Oscar
 Jordan, Matthew Harson
 Joseph, Thomas Edward
 Kelly, James Vincent
 Kenney, Thomas Joseph, Jr.
 Kaner, Henry Garber
 Kroupa, Frank Laybold
 Kynock, Robert
 Lacy, Winfred Herman
 Le Compte, Paxson
 Lees, Spencer Montgomery
 Leopold, Theodore Philip
 Lindsey, John
 Loree, Frank Hazelton
 Lowry, Mary Gertrude
 Lyons, Daniel Joseph
 McBride, John Alexander
 McCann, George Henry
 McCarthy, Robert Florence
 McCorkle, Henry
 McCullough, James
 McDougall, William J., Jr.
 McInerney, John Moysius
 McIntyre, Thomas Moysius
 McKeown, Bernard Joseph
 McKnight, John Joseph
 McVeigh, John James
 MacIntyre, John
 Mahathey, James
 Martin, Earl Crouse
 Mason, Charles Eugene
 Meagher, Joseph
 Merkel, George Christian
 Messang, John Peter Albert
 Mickelson, Louis
 Mickum, Martin Wilem
 Miller, Arthur Raymond
 Miller, William Frederick
 Milligan, Joseph Richie
 Minch, Louis
 Moore, Harry Joseph
 Morris, Alfred

Mulcahy, John Michael
 Murphy, John Edward
 Nickum, Martin Wilem
 Nolan, Sylvester Bernard
 O'Brien, Ferdinand Moysius
 O'Brien, Hugh Francis
 O'Briest, Charles
 Pote, George Washington
 Pugh, David Edwin Claude
 Pugh, Russel Haworth
 Reichner, Henry Alfred
 Rembold, Edward Louis
 Riff, James Joseph
 Rittenhouse, Ralph Anderson
 Rothschild, Lester Benedict
 Ruff, Alfred Gus
 Ryan, Jeremiah John
 Ryan, Joseph Francis
 Sager, George Francis
 Schafer, Fred
 Schmidt, Henry Leonhart
 Seltzer, Joseph Nelson
 Shapiro, Robert
 Shea, Frank John
 Sheehan, Irwin John
 Shooter, James Arthur
 Simpson, William Henry
 Singleton, Richard Savage
 Skelly, Harry Neelson
 Slater, George James
 Staugh, Wilfred Charles
 Smith, John Bolton
 Smith, John Joseph
 Smith, Michael Joseph
 Solian, George Joseph
 Sojka, Rudolph
 Sopp, Ernest William
 Sporkin, Abraham Leonard
 Stein, Philip Henry, Jr.
 Stemen, Sanfred Aca
 Stovall, Desford Ewing
 Traynor, Alfred Crewitt
 Tufts, John Thomas
 Turner, May Adele
 Vasensky, Joseph Howe
 Wainwright, William Stewart
 Wardick, Harry Beckett
 Warner, Elvin Martin
 Weiss, Harry Benjamin
 Weldon, Anthony Thomas
 White, Albert E.
 Winnill, Charles Fenton
 Yeager, David Krider

ENLISTED MEN NOT IN ACTIVE SERVICE

Dudosky, Meyer
 Hanlon, John Jacob

Landy, Abe
 Lott, John

Scheer, Arthur Russell
 Schneider, Emil

PHILADELPHIA MARINES DURING THE WORLD WAR*



PHILADELPHIA is probably the foremost Marine Corps city of the United States. The resolution dated November 10, 1775, of the Continental Congress, bringing into official existence a Corps of Marines as a part of the organized forces of the Thirteen United Colonies, was passed in Philadelphia, and a great majority of the American Marines, who served during the Revolution, were enlisted in Philadelphia. During the French War, Tripolitan War, War of 1812, Mexican War, Civil War and Spanish War, Philadelphia sent her sons

with the Marine Corps in large numbers. The Act of July 11, 1798, establishing the United States Marine Corps in its present form was passed by Congress in Philadelphia, and the first headquarters of the United States Marine Corps were located in Philadelphia until they moved, at the same time the national capital was changed, to Washington in 1800. Since that date the Marine Barracks and the Depot of Supplies have been maintained continuously in Philadelphia.

The activities of the Marine Corps in Philadelphia during the World War were numerous and varied, among them being the Marine Barracks at the Navy Yard; the Advanced Base Force, organized for expeditionary service; a Signal Battalion, part of the Advanced Base Force, first located at the Marine Barracks and later in camp at Paoli, Pa.; a regiment of Marines, which went to Cuba; the Depot of Supplies; and a large military police force, which assisted the civil authorities.

When the World War broke out, the Philadelphia Barracks, a very important Marine Corps post, the oldest and foremost station of the Corps, was under command of Colonel (now Brigadier-General) Charles G. Long; Colonel Long being ordered to Headquarters Marine Corps, Washington, D. C., on September 1, 1917, he was relieved of command at Philadelphia by Colonel Ben H. Fuller, who remained commanding officer until August 31, 1918, when he was succeeded by Colonel Thomas G. Treadwell, who held command until November 3, 1918; during the brief period from November 3, 1918, to the end of the war the barracks were under the command of Lieutenant-Colonel Macker Babb. These barracks acted as a clearing house for most of the Marines that were sent overseas and to the other foreign posts where Marines were serving. When the war was over a large number of returned Marines passed through the barracks.

When it became apparent at the beginning of the war that the present Marine Corps Recruit Depots would be unable to handle the large number of recruits daily enlisting, it was decided that a new depot would be necessary and Philadelphia was chosen as the site for this new Recruit Depot. A Recruit Depot was therefore opened at Philadelphia on April 16, 1917, under command of the Post Commander, Colonel Charles G. Long, Major John C. Beaumont and Sergeant-Major John F. Cassidy reporting for duty at this Depot on April 19, 1917. The

*Summarized from data received from Major-General L. W. T. Waller, U. S. M. C., Colonel William B. Lemly, U. S. M. C., and the Historical Section, U. S. M. C.



Photo by Replogle.

Mess Hall, Marine Barracks, December, 1918.

camp was located at the Barracks reservation and was opened with approximately 180 recruits, this number, however, steadily increased until, during June, 1917, the maximum of 1,700 recruits was reached. The maximum capacity of the Depot was 1,500 men. During the period that the Depot was in operation approximately 5,000 recruits passed through, receiving their preliminary training there. During the war the training period of a recruit covered seven weeks, including target practice, averaging about $5\frac{1}{2}$ hours of training per day. The Depot was discontinued about September 1, 1917, and during the five months of its operation was noted for the excellent discipline maintained, there being but thirteen offenses committed during this time.

The First Advanced Base Force was organized in the latter part of 1912, and it gradually developed until it reached its present high standard. It took part in the occupation of Vera Cruz, Mexico in 1914, and in the occupation and pacification of Haiti and Santo Domingo in 1915 and 1916, respectively.

Field telephone and wireless outfits, mine planting and field signal service are important branches of the advance base training given to United States Marines in the Advanced Base Force.

Marines attached to the 1st Regiment are coached in all branches of advanced base work. This work is distinctive in many respects from the regular expeditionary duties undertaken by the Marines from time to time. An advanced base may be permanent or temporary, advanced or on the line of communications, at

home or at a naval base elsewhere. Its work is the establishment and holding of a certain base, situated at a coastal point.

The Marines at Philadelphia during the World War, who were available for advanced base duty in connection with the Atlantic Fleet, were trained especially for that duty. It is true that our expeditionary forces have accompanied the advanced base regiment on sundry expeditions in the past, and have carried out operations in which both forces joined.

However, the work of the advanced base, according to military authorities, includes heavy and light artillery, engineering, signaling and mining forces, but not necessarily large bodies of infantry. Moreover, they are subject to call at a moment's notice to perform operations under the direct command of the Commanding Officer of the Fleet.

During the working day at the barracks during the World War one saw more of the workmanlike dungaree than the regulation khaki or winterfield. Outside of hours for drills, the majority of Marines were those rough-and-ready working clothes and fell in for mess without changing garments.

One of the most interesting departments of the advanced base was the "search-light outfit." All of the apparatus, including the searchlights and the dynamos for their operation, were carried on huge trucks. The searchlights were mounted on platforms fitted with pneumatic-tired wheels, and were lowered to the ground on rails, inclined from the platforms of the trucks. They carried several hundred feet of cable that permitted the light to be stationed and operated at points inaccessible to the large trucks.

The field telephone was different from the old single-line affair and, by the aid of a switchboard, the operators were able to maintain communications with several



University of Pennsylvania Marine Recruits leaving for Marine Base at Paris Island.



Marines in front of Marine Barracks at League Island.

different points. The linemen, too, were experts in their business. One of them performed a lot of stunts while swinging from a telegraph pole, and completed the exhibition by coming down the pole head foremost.

The wireless, or field radio, was equally up-to-the-minute. The Marines carried their apparatus out on the field, connected up the pole, ran out the wires (or antennae) and were ready to operate within a few minutes. There were also mine planters, artillerymen, engineers and other specialists in advanced base work.

The old Philadelphia Barracks and Navy Yard changed with the times. During the World War there were three brick barracks where formerly there was only one. The old wooden barracks to the rear were occupied by "rookie" sailors, large numbers of whom were in training at that station.

Major-General Littleton W. T. Waller was in command of the Advanced Base Force during the entire war, with Headquarters at No. 240 South 13th Street, Philadelphia. General Waller's staff consisted of the following officers: Adjutant-General, Colonel Louis J. Magill; Paymasters, Colonel William G. Powell, Captain S. F. Birthright; Quartermaster, Captain W. C. Barnaby; Aides: Captain O. R. Canldwell, Captain Maurice G. Holmes, Lieutenant William Herbert Derbyshire, Captain Wethered Woodworth, Lieutenant Andrew L. W. Gordon, and Lieutenant George Bower.

The Signal Battalion was one of the largest and most interesting of the Units of the Advanced Base Force. At the beginning of the war, the old Third Company, at the Navy Yard, Philadelphia, represented the total number of signalmen under the jurisdiction of the Marine Corps. With the commencement of the recruiting campaign, the force was quickly developed and the company so increased that it had to be divided and another company, the 37th, created. Further recruiting eventually led to the formation of six companies in all, the 3d, 37th, 100th, 117th, 118th and 158th. These companies were organized into a battalion under the com-

mand of Major James J. Meade, U. S. M. C., which was charged with a course of training of the most thorough and intensive character; this training was accomplished at the Navy Yard, Philadelphia and during the period June 19 to November 7, 1918, at Camp Edward C. Fuller, at Paoli, Pa. The battalion was extremely fortunate in the site chosen for its work, its camp, known as Camp Edward C. Fuller, which was maintained through the summer season of 1918, at Paoli, Pa., offering all the necessary advantages for work of this particular kind. The people living in the neighborhood were helpful in every way, giving the battalion the advantages of their beautiful homes and estates, so that the whole region was at the service of the battalion for their maneuvers. The Y. M. C. A. was on hand from the day the men arrived in camp and a secretary was placed in charge of the work.

The Signal Battalion, as an organization, was not privileged to reach the battle lines, to the very deep regret of its members and those who had had the duty of



Fifth Regiment, U. S. Marines, leaving for France.

training it, but many men were taken from its ranks and attached to nearly every expeditionary force that went abroad. The needs of the entire Marine Corps for signalmen were supplied from this battalion. The 5th Regiment of Marines, which made its imperishable fame at Belleau Wood, took its signalmen contingent from this battalion and these men had their full share in the world famous work of that historic unit. The battalion also furnished signal detachments to various other organizations that went to France, including the 6th, 11th and 13th Regiments, and other detachments went to tropical expeditionary forces.

From July 11, 1793, when the Marine Corps was authorized in its present form by Congress, the Depot of Supplies, or a corresponding organization, has been continuously located in Philadelphia, and it was Captain Franklin Wharton, a noted Philadelphian and later Commandant of the Marine Corps, who was the officer first placed in charge of this important post.

During the World War, Brigadier General Cyrus S. Radford, was in command of the Depot of Supplies, located at No. 1100 South Broad Street, Philadelphia,

General Radford was decorated by three different nations for distinguished service, receiving the Navy Cross from his own country, the Medaille Militaire from the Republic of Haiti, and from the Republic of Cuba the First Class Military Merit Medal. The following officers served at the Depot of Supplies for all or part of the period of the World War: Major Norman G. Burton, Major Edward H. Conger, Major William J. Crosson, Captain Rudolph C. Rasmussen, Captain William L. Riley, Captain Walter Wooding, First Lieutenant Claude T. Lytle, First Lieutenant William L. York, Second Lieutenants Napoleon L. Bourret, Charles P. Hill, Patrick H. Kelly, Josephus Daniels, Jr., Charles H. Lovett, Allen G. Williams, Marine Gunner William A. Fragner, and the following Quartermaster Clerks, William E. Quaster, Robert Falconer, Russel S. Garland, Charles W. Griesing, Barney W. Johnson, Charles F. Shisler, William M. Wellmeyer and Joseph S. King.

During the period of the war the Depot outfitted and equipped thirty-six expeditionary units for service in France and the West Indies, and over 31,000,000 pounds of various kinds of supplies were shipped on Government bills of lading. The Depot departments were so organized that it was only necessary to expand each division of the office forces and increase the number of employes and machines in the manufacturing departments in order to meet the increased demands during the war. The personnel of the Depot on June 30, 1919, was as follows: thirteen commissioned officers, seven warrant officers, two civilians, 102 enlisted men of



Courtesy of Frank W. Buhler, Stanley Co. of America.

Marine Veteran greets wounded Marines.

the regular service, twenty-one reservists and 1,095 other employes of all classes, making a total personnel of 1,210.

During the period of the World War there were enlisted at the recruiting offices in Philadelphia and the surrounding towns 1,110 men. Many of these Marines served in France and in actual battle against the Germans.

The first organization of Marines to leave the United States for service in France during the World War was the 5th Regiment, and it was organized on June 7, 1917, at the Marine Barracks, Navy Yard, Philadelphia, Pa. This regiment consisting of seventy officers and 2,639 enlisted men, approximately one-sixth of the entire enlisted strength of the Marine Corps, sailed from the United States on June 11, 1917, forming one-fifth of the first expedition of American troops to France. Many Philadelphians were a part of this regiment.

Between April 6, 1917, and November 11, 1918, there was a total of 331 officers and 13,593 enlisted men sailing from Philadelphia on board the following vessels for service overseas:

<i>Henderson</i>	116 officers	7,266 enlisted men
<i>De Kalb</i>	35 officers	2,321 enlisted men
<i>Von Steuben</i>	50 officers	2,011 enlisted men
<i>Hancock</i>	37 officers	999 enlisted men
<i>St. Louis</i>	9 officers	316 enlisted men
<i>Newport News</i>	1 officers	120 enlisted men
TOTAL	331 officers	13,593 enlisted men

Three Marine officers and fifty other Marines from Philadelphia died overseas.

That Philadelphia Marines performed their share of heroism during the war is evidenced by the award to those who claim Philadelphia as their residence of one Distinguished Service Medal, five Distinguished Service Crosses, ten Navy Crosses, and twenty-nine Croix de Guerre.

Major Pere Wilmer was awarded a Croix de Guerre and a Navy Cross for "exceptionally meritorious and distinguished service as Battalion Commander, 2d Battalion, 6th Regiment. At the attack of the 19th of July, 1918, near Vierzy, he showed great courage and an utter disregard of danger in crossing with his battalion an exposed terrain for a distance of three kilometers under intense artillery and machine gun fire. He led his men on by his example." "On June 6, 1918, he displayed remarkable courage and coolness under violent artillery and machine gun fire, giving fine example to men placed under his orders, many times exposing himself to the bombardment of the enemy in order to discover machine gun emplacements."

Captain John Henry Fay was awarded the Navy Cross and the Distinguished Service Cross while serving with the 5th Marines. "At Chateau-Thierry, France, on June 6, 1918, he displayed extraordinary heroism in the disposition of his machine guns under particularly difficult conditions opposed by superior forces; his utter indifference to personal danger furnished an example which inspired his men to success."

Captain Frederick C. Wheeler, for service with the 6th Marines, was awarded a Croix de Guerre, Navy Cross and Distinguished Service Cross. "On June 5, 1918, near Bouresches, he was conspicuous for his bravery in remaining in action although twice wounded, refusing to be evacuated until wounded a third time, and then endeavoring to return to his command." Captain Wheeler was also cited for bravery on July 19, 1918.

First Lieutenant William Paul Henchel, for service with the 6th Machine Gun Battalion of Marines, was awarded the Croix de Guerre. "During the combats of July 19, 1918, near Vierzy, he displayed absolute courage and devotion, charged with supporting a nearby regiment he followed the attack under violent artillery and machine gun fire, encouraging his men and giving them an excellent example of coolness under most difficult circumstances."

First Lieutenant Robert C. Pitts was awarded the Croix de Guerre and Navy Cross "for attacking enemy out of his sector, June 6 to 9, 1918, thereby assisting the 116th Infantry of France."

First Lieutenant Carl Robertson Dietrich served on the staff of Brigadier General Wendell C. Neville, participating in every engagement in which the 5th Marines took part, was awarded the Croix de Guerre and the Navy Cross. "On June 11, 1918, in Belleau Wood, under extremely violent artillery and machine gun fire, he demonstrated remarkable courage and indefatigable energy, and conducted himself in a manner worthy of praise in the incessant execution of his duties."

Second Lieutenant Thomas H. Miles, while serving with the 5th Marines, was awarded the Distinguished Service Cross and Navy Cross. "Killed in action at Chateau-Thierry, France, June 6, 1918, he gave the supreme proof of that extraordinary heroism which will serve as an example to hitherto untried troops."

Second Lieutenant Henry P. Glendinning, while serving with the 5th Marines, was awarded the Croix de Guerre and the Navy Cross. "On the 3d and 4th of October, 1918, in the region of Mont Blanc, under a violent bombardment, he showed fine qualities as a commander as well as remarkable courage and an absolute contempt for danger. Directed the advance of his men, assuring himself personally of the prompt evacuation of the wounded."

Second Lieutenant Frank Nelms, Jr., was awarded a Distinguished Service Medal (Navy) "for extraordinary heroism as a pilot in the 1st Marine Aviation at the front in France; on September 23, 1918, while on an air raid in enemy territory, he was attacked by a superior number of enemy scouts and is believed to have destroyed an enemy plane. On October 2, 1918, he flew over besieged French troops who were cut off from supplies for two days, and at 100 feet altitude dropped food to them, each time under intense fire from rifles, machine guns and artillery on the ground; he repeated this performance three times."

Marine Gunner Thomas Quigley was awarded a Croix de Guerre while serving with the 5th Marines. "On October 1, 1918, near St. Etienne a Arnes, he proved himself of exceptional courage under the fire of enemy artillery and machine guns; during the attack aroused the ardor of his men. He was seriously wounded during the action."

Sergeant Thomas Roberts Reath, while serving with the 5th Marines, was awarded the Navy Cross. "On June 8th, in Belleau Wood, Sergeant Reath volunteered to take an important message from his company to the battalion. The enemy were laying down a heavy barrage and machine gun fire and the delivery of the message involved passing over a stretch of exposed ground. In the performance of this duty, voluntarily assumed, Sergeant Reath was killed."

Corporal Edward Haws was awarded the Croix de Guerre, Navy Cross and Distinguished Service Cross. "For extraordinary heroism in action near Mont Blanc, October 2 to 9, 1918, throughout eight days of fighting he fearlessly and tirelessly carried messages between his company and battalion headquarters through heavy machine gun and artillery fire."

Corporal Charles Wilmer Hewitt, Jr., was awarded the Navy Cross and Distinguished Service Cross. "Killed in action at Chateau-Thierry, June 6th, he gave the supreme proof of that extraordinary heroism which will serve as an example to hitherto untried troops."

Private Boy Holson Simpson, while serving with the 5th Marines, was awarded the Navy Cross and the Distinguished Service Cross. "For extraordinary heroism in action in the attack on Bois de Belleau, June 12th; he carried a message from battalion to company headquarters directly across the face of the enemy fire. Shot through the chest, he continued running and called out, 'I must deliver this message,' struggling forward for 50 feet more before falling in his heroic effort to carry out his mission."

The Croix de Guerre was also awarded to:

Second Lieutenant Cornelius McFadden, Jr., 6th Marines.

Sergeant William H. Bulman, 5th Marines. Died of wounds received in action, 7-30-17.

Sergeant Langdon Austin Cook, 6th Marines.

Sergeant Frank Gray, 5th Marines.

Sergeant Thomas James Kelly, 6th Marines.

Sergeant John Stapleton, 5th Marines.

Corporal William Feaster, 5th Marines.

Corporal Edward Russell Quay, 6th Marines.

Private, First Class, Edward Harry Rillert, 5th Marines.

Trumpeter James Louis Toner, 5th Marines.
 Private Edward Dorsey, 5th Marines. Killed in action, 10-5-18.
 Private Charles Theodore Alton, 5th Marines.
 Private Elwood Francis Engle, 5th Marines.
 Private William M. E. Hess, 6th Marines.
 Private Milton Ernst Horn, 5th Marines.
 Private Daniel Joseph Littley, 5th Marines.
 Private Walter Morris, 5th Marines.
 Private Jack Pierce, 5th Marines.
 Private Warren Morgan Platt, 6th Marines.
 Private Joseph Francis Quinn, 5th Marines. Died of wounds, 10-1-18.
 Private Morris Robert Unckel, 5th Marines.
 Private William Edward Wampler, 6th Marines.

Among other of the many Marine officers not mentioned above who were from Philadelphia, and who served with credit in the Marine Corps during the war, are the following:

Major General William P. Biddle (retired), recalled to active service, performed duty as President of a General Court-Martial Board at San Diego, Cal., from May 20, 1918, to May 21, 1919, when he returned to the retired list.

Lieutenant Colonel William L. Redles, awarded Diploma of the 1th Class, Order of the Rising Sun, by the Emperor of Japan, "as an expression of his benevolence for the excellent service performed by him for the Empire of Japan while assistant naval attache to the American Embassy at Tokyo during the World War."

Lieutenant Colonel Hamilton D. South served as Commanding Officer of the Marine Detachment, American Legation, Managua, Nicaragua, from the begining of the war until April 16, 1918, and as officer in charge of the Marine Officers' Training Camp at Quantico, Va., from May 23, 1918, to the end of the war.

Major Clayton B. Vogel during the period of the war served as an Inspector in the Haitian Gendarmerie in Haiti.

Major Edwin N. McClellan at the beginning of the war was in command of the Marine Guard of the U. S. S. *Arizona* of the Atlantic Fleet, and on December 29, 1917, was transferred to the U. S. S. *Minnesota* as Aide to Vice-Admiral Albert W. Grant, Commander, Battleship Force One, Atlantic Fleet, and in command of the Marine Regiment in that Force. Major McClellan received the following letter of commendation from the Secretary of the Navy, which is authority for him to wear a silver star in his Victory Medal: "As Aide to Commander, Battleship Force One, Force Marine and Discipline Officer, performed distinguished services and rendered unusual assistance in connection with inspections, communications, legal work and other staff duties; and in command of the Force Marine Regiment. While serving on the *Minnesota*, when that flagship was mined by the Germans, September 29, 1918, his services, among others, were such as to cause the Board of Investigation to express the opinion that officers and crew deserved the highest praise for the manner in which the ship was handled after the explosion, for maintaining order, for localizing the injury to the ship, and for successfully navigating her to port." The Commander, Battleship Force One, Atlantic Fleet, recommended Major McClellan for the Navy Cross on the following citation: "For distinguished service in the line of his profession while Aide to Commander Battleship Force One, and Discipline Officer, having direct charge of all legal work, courts and proceedings pertaining to Naval Administration of the Force. The percentage of trials by General Court-Martial in Battleship Force One was about four-tenths of one per cent, or one trial for every four hundred men in the force. As evidenced by this extremely low percentage, the maintenance of discipline without resort to such trials is a mark of the efficiency of the Force Discipline Officer. It was largely through Major McClellan's efforts that the number of prisoners serving sentences at Naval Prisons on shore was reduced." Major McClellan also served with the A. E. F. in command of the Ninth Separate Battalion, and on a second tour of duty abroad served with the Historical Section, G. H. Q., at Chaumont and with the Fourth Brigade of Marines in Germany.

Major Harold F. Wirgman at the beginning of the war was Marine Officer on the U. S. S. *Pennsylvania*, and on August 14, 1918, was transferred to the U. S. S. *New Mexico*, where he served

as Force Marine Officer, Battleship Force Two, and aide on staff of Force Commander, until September 4, 1918, when he served as Division Marine Officer, Division 8, Atlantic Fleet and aide to Division Commander until the end of the war. On October 11, 1919, aboard the *New Mexico*, His Majesty the King of the Belgians, conferred the decoration of "Officer of the Order of Leopold II" upon Major Wirgman, stating that the decoration was conferred by his Government in recognition of the invaluable services to the Allied cause rendered by the United States Navy during the war with Germany.

Major Samuel P. Budd served with the 2d Brigade U. S. Marines in Santo Domingo at the outbreak of the war until June 3, 1917, when he was transferred to the 10th Regiment at Quantico, Va., where he remained to the end of the war.

Major A. J. Drexel Biddle served with Headquarters, Advanced Base Force, Philadelphia, at Paris Island, S. C., and at Quantico, Va. Major Biddle was on temporary duty in Europe from March 11, 1918, to June 4, 1918, for the purpose of obtaining information concerning the training of troops for service in the war zone.

Major B. R. Hogan was stationed at the Navy Yard, Philadelphia, in command of the Engineer Unit of the Advanced Base Force. In June, 1918, he took the 2d Casual Replacement Battalion to France and returned to Philadelphia in October, 1918, to organize a full regiment of engineers.

Captain Miles R. Thacher served at Paris Island, S. C., at Quantico, Va., and with the American Expeditionary Force in France.

Captain Maurice S. Berry commanded the Marine Guard on U. S. S. *Wilmington*, on the Asiatic station; was transferred to Marine Barracks, Olongapo, P. I., and then to Quantico, Va. He served with the A. E. F. in France also.

Captain Louis E. Fagan was with the Haitian Gendarmerie at the beginning of the war. After transfers to Washington, D. C., to U. S. S. *Rhode Island* and to Quantico, Va., he joined the 5th Marines in France and participated in the Meuse-Argonne offensive.

Captain John H. Craig sailed for France with the 11th Marines as Regimental Adjutant and Intelligence Officer. After the armistice, he was appointed Athletic Officer of the Tours District in the Service of Supplies. While the 1th Brigade of Marines was stationed in Germany, Captain Craig was attached to it on special temporary duty.

Captain David H. Miller served with the Haitian Constabulary until October 18, 1917, when he was transferred to Marine Barracks, Norfolk, Va., where he remained until November 9, 1917, when he joined the U. S. S. *Florida* as Marine Officer; he was transferred to the U. S. S. *Seattle* as Marine Officer, on November 16, 1917, and remained on that vessel during the remainder of the war.

Second Lieutenant Errol White went to France with the First Expeditionary Force, serving with the 5th Marines, participating with them in the St. Mihiel offensive.

PHILADELPHIA'S U. S. M. C. HONOR ROLL

Three Marine officers and fifty other Marines from Philadelphia, died overseas:

Arnott, James Barnes	Hansler, Walter Anthony	Rowan, Bernard John
Atkins, Harold Dewey	Hewitt, Charles Wilmer, Jr.	Rubinson, Harry
Berman, Benjamin	Jones, Felix William	Budd, Frederick Ashton
Black, William B.	Lacey, William Joseph	Sacks, Howard
Bulman, William H.	Lewis, Wheatley Dale	Seifert, Julian Henry
Cabell, Edward Elvin	Logne, Frank C.	Souder, Herbert Hibbs
Corbin, Francis Bernard	Lowe, John William, Jr.	Spearing, Walter Joseph
Cummings, Brinton Smith	McIlhenney, G. V.	Stanton, Paul Andrew
Deylin, Bernard Joseph	McMenamy, Charles	Stirling, Hugh Alexander
Dorsey, Edward	Mahrer, William John	Sustin, Benjamin
Dorsey, Howard Swier	Mautz, Charles Henry	Tamnt, Clarence
Dowling, Joseph Edward	Miles, Thomas H., Jr.	Taylor, Corwin Blessing
Farrell, Joseph	Napp, Jack	Thorn, Raymond Stacy
Given, Raymond Newlin	Osborne, Vivian Nickalls	Titus, Charles Warton
Gravener, John Nelson	Paul Andrew Stanton	Willis, George Thomas
Green, Charles Naylor	Quinn, Joseph Francis	Wolfkill, Frank Earnest
Hartley, Paul Francis	Reath, Thomas Roberts	Zinnel, Walter Joseph
Hauberry, Joseph Henry	Reichert, H. D. W.	

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When a history is written of Pennsylvania's part in winning the war, the chapters devoted to civilian activities will be largely a recital of the work of the Pennsylvania Council of National Defense, the headquarters of which were in the Finance Building, Philadelphia.

This war emergency body, originally known as the Committee of Public Safety for the Commonwealth of Pennsylvania, was created in March, 1917, by appointment of the Governor, to mobilize and conserve the civil resources of the State for the benefit of the Federal war program. Some 300 prominent citizens were named to inaugurate the work. Successive appointments soon increased the membership until the Council became the largest public organization ever created in Pennsylvania, with a roster of 15,000 representative, influential civilians whose services were given voluntarily as required to help the nation win the war.

Federal authority was early vested in the Council, through which it became the medium for the conduct of practically all of the national war policies, so far as they applied to Pennsylvania. The State Legislature promptly provided a war work fund of \$2,000,000, control of which was assigned to the Pennsylvania Commission of Public Safety and Defense, composed of the Governor, Lieutenant Governor, Auditor General, Adjutant General and State Treasurer. The Council (at that time the Committee of Public Safety) became the functioning arm of this Commission, and its numerous war emergency undertakings were approved and financed to total appropriations of more than \$1,000,000.

To review the comprehensive work of the Council would be to enumerate almost all of the noteworthy war-time achievements of the State. Its far-reaching program gradually led to an assimilation of all of the important civilian service essential to successful prosecution of the war. The conduct of its work represented a concentration of effort not paralleled at any other time in Pennsylvania's

history and probably unexcelled by any other State mobilization of potential resources. Splendid as were its physical accomplishments, perhaps the greatest service rendered by the Council was its fusing of the patriotic endeavor of all creeds and classes into a singleness and unanimity of purpose—that purpose a fixed and unselfish resolve to spare no effort and to shirk no duty that would help to win the war. Never before in Pennsylvania has this unanimity of public aim been achieved. The Council was able to bring about this result because of its State-wide organization and its solitary objective—success of the national war program.

Much of the work undertaken was of a constructive character, and its value was so apparent that some features were continued after the general activities of the

Council were terminated. Among these were: Americanization; work for the foreign-born; Food Supply and Food Conservation work; Employment Service and Child Welfare activities.

The work of the Council was conducted under a plan which concentrated all activities in five divisions, with appropriate separate departments, all under central executive control.

Major divisions directing activities were: Administration: which included the Departments of Finance, Publicity, Legislation and Legal Advisory Department; Relief: including the Departments of Medicine, Sanitation and Hospitals and Civic Relief; Equipment and Supplies, with the Departments of Food Supply, Construction and Materials, and Highways Transport Committee; Service; with the Departments of Civilian Service



Courtesy of Frank W. Biddle, Starley C. of America

and Labor, Military Service, Naval Service, and Volunteer Home Defense Police; Transportation: with the Departments of Railroads, Electric Railways and Motors, and Highways and Waterways.

The Council, therefore, had a working scope covering practically every field of useful endeavor.

The Directors, Chairmen and Chiefs of the several Departments, Committees and Bureaus, included:

Finance—Director, Arthur E. Newbold.

Publicity and Education—Director, Dr. William McClellan; Chief of Bureau of Publicity, Herman L. Collins; Chief of Speakers' Bureau, Benjamin H. Ludlow; Chief of Liberty Sing Bureau, John F. Braun; Chief of Bureau of Americanization, E. E. Bach; Chief of Bureau of War Charities, Sydney L. Wright.

Legislation—Director, Hon. Frank Gunnison.

Legal Advisory Department—Director, John Hampton Barnes.

Medicine, Sanitation and Hospitals—Director, Dr. Hobart A. Hare; Vice-Director, Charlton Yarnall.

Civic Relief—Director, Col. Louis J. Kolb; Vice-Director, Dr. Samuel McC. Hamill.

Food Supply—Director, Howard Heinz; Vice-Director, J. S. Crutchfield.
Construction and Materials—Director, B. Dawson Coleman.
Plants—Director, George S. Davison.
Highways Transport Committee—Director, David S. Ludlum; Vice-Director, Gideon M. Stull; Vice-Director, J. Howard Reber; Vice-Director, J. M. Murdock.
Civilian Service and Labor—Director, Edgar C. Felton.
Military Service—Director, T. DeWitt Cuyler.
Naval Service—Director, E. Walter Clark; Vice-Director, David Newhall.
Volunteer Home Defense Police—Director, Lieutenant Colonel John C. Groome, U. S. A.; Acting Director, William S. Ellis.
Railroads, Electric Railways, Highways and Waterways—Director, Samuel Rea; Vice-Director, Agnew T. Dice; Vice-Director, Thomas E. Mitten; Vice-Director, Moorhead C. Kennedy.
War History Commission—Chairman, Hon. William C. Sproul; Vice-Chairman, John Bach McMaster; Secretary, Albert E. McKinley.
Woman's Committee—Chairman, Mrs. J. Willis Martin.
Vice-Chairmen: Mrs. Anthony Wayne Cook, Mrs. Ronald P. Gleason, Mrs. John C. Groome, Mrs. Edward S. Lindsey, Miss Anne McCormick, Mrs. John O. Miller, Mrs. Louis Piolet, Mrs. Thomas Robins, Mrs. Edward T. Stotesbury, Mrs. Helen Glenn Tyson.
Secretary: Mrs. H. S. Prentiss Nichols; *Treasurer:* Miss Helen Fleisher.
General Directors:
 Registration and Organization, Mrs. Walter King Sharpe, Chambersburg, Pa.
 Food Conservation and Production, Mrs. Charles M. Lea, Philadelphia.
 Associate Director, Mrs. Edith Ellicott Smith, Moorestown, N. J.
 Women in Industry, Mrs. Thomas Robins, Philadelphia.
 Child Welfare, Miss Katherine Tucker, R. N., Philadelphia.
 Education—Speakers' Bureau, Americanization, Mrs. Herbert Lincoln Clark, Philadelphia.
 Liberty Loan, Mrs. John O. Miller, Pittsburgh, Pa.
 Foreign Relief, Mrs. Hutton Kennedy, Philadelphia.
 Health and Recreation, Mrs. John Gribbel, Wyncote, Pa.
 Acting Director, Mrs. John Meigs, Pottstown, Pa.
 Bureau of Information, Miss Helen Fleisher, Philadelphia.
 Standing Committee on Nursing, Chairman, Miss Roberta M. West, R. N., Philadelphia.

As the Council was the only body which had delegated State authority to mobilize and conserve all resources essential to the prosecution of the war, it coordinated and assimilated operations of many useful established organizations and institutions. As necessity demanded, their functions were incorporated almost wholly or in part into the general work. Activities of official State departments essential to the efficiency of the Council's program were at its command. The Council thus stood as the one body in Pennsylvania with organization and authority for carrying out its great and vital work.

There were seventy sub-divisions of the Council in the sixty-seven counties of the State, and, generally, a man served as Chairman and a woman as Vice-Chairman. These sub-committees were duplicates, in organization and working scope, of the main Council. Each sub-council had one salaried officer—an Executive Secretary—who was responsible for stimulation of effort in his county, for keeping his Council informed of the State-wide work, and for acquainting headquarters with the activities of his particular Council.

A word of appreciation is due those loyal and untiring citizens who so promptly accepted membership in the Pennsylvania Council of National Defense and so devotedly fulfilled the patriotic obligations which they assumed with that membership. Their services were vital as a re-inforcement of the country's military effort, and will be held in grateful remembrance as having enabled Pennsylvania to main-

tain her service back of the line equal to the unsurpassed standard of her service on the battle front.

THE PHILADELPHIA COUNCIL OF NATIONAL DEFENSE

On August 13, 1918, the Philadelphia Council of National Defense was organized under the Chairmanship of the Hon. J. Willis Martin. Its other officers were: John H. Mason, Vice-Chairman; George Harrison Frazier, Treasurer; Irvin L. Stone, Secretary. Robert D. Dripps was appointed Executive Manager together with J. Jarden Guenther and Raymond M. Slotter as Associate Managers. Upon the resignation of Mr. Dripps in February, 1919, he was succeeded by Mr. Guenther. The offices of the Council were in the Liberty Building and were given, rent free, by the Hon. John Wanamaker.

The Executive Committee included, in addition to the officers: Chester A. Farr, Arthur A. Morton, Samuel Rea, John A. Voll, Mrs. John C. Groome, Mrs. Henry D. Jump, Mrs. Louis C. Madeira, William West.

The members of the Philadelphia Council were: Jay Cooke, 3d, John T. Windrim, Sydney L. Wright, Ernest T. Trigg, Mrs. Barclay H. Warburton, J. D. Sutherland, Irvin L. Stone, Frank Roma, Murtha P. Quinn, Eli K. Price, Mrs. George Wharton Pepper, Lewis H. Parsons, Mrs. Wm. L. McLean, Mrs. George McFadden, Mrs. H. G. McCouch, Wm. McClellan, Horatio G. Lloyd, Dr. Wilmer Krusen, Jos. A. Janney, Bayard Henry, Lt.-Col. C. B. Hatch, Charles B. Hall, Mrs. F. B. Geraghty, Geo. H. Frazier, J. A. Flaherty, Edward J. du Mee, Rev. Edw. Heyl Delk, J. Howell Cummings, Herman L. Collins, Charles Biddle.

The purposes of the Philadelphia Council were to cooperate with the work of the State Council of Defense and to develop other activities to meet local needs.

As its work expanded the following departments were created: Speakers' Bureau, including the Four-Minute Men; Publicity Department; Civilian Service and Labor; Public Service Reserve; United States Boys' Working Reserve; Transportation; Civic Relief; Construction and Material; United States Homes Registration Bureau; Farm Service Bureau; Liberty Sing; Associated Federal Labor Boards for Philadelphia; Committee on Social Hygiene; Volunteer Placement Bureau.

Almost immediately after being organized, the Council was called upon to aid in the influenza epidemic. It acted as a coordinating force and as a clearing house for general relief work. By courtesy of the Strawbridge and Clothier store, it operated a switchboard for the purpose of giving information in regard to doctors, nurses and undertakers. Its transportation department, with the assistance of the Automobile Club of Philadelphia, the Auto-Car Company and other automobile agencies, provided special ambulances and, later, with the cooperation of several of the department stores and local truck owners, supplied motor trucks for the removal of bodies. The Council secured the release, on furlough, of men in Camp Dix and other nearby cantonments, who previous to their service in the army had been employed in undertaking establishments. So great was the mortality in Philadelphia during the epidemic that thousands of bodies had to be handled with the greatest possible speed and, therefore, the undertakers were, in many cases, unprotected in the matter of payment. The Council arranged with the city government to guarantee the sum of \$75 for the interment of a body,



Courtesy of Frank W. Buhler, Stanley Co. of America.

British Marines at Rittenhouse Square.

whenever the family was unable to pay. The services rendered in this time of crisis elicited expressions of sincere gratitude from scores of bereaved people.

The signing of the armistice on November 11th made the spirit of Thanksgiving Day, 1918, very real, and throughout the city Thanksgiving services were conducted in forty or more of the public squares by clergymen. The Council had printed a special program which contained the President's Proclamation, a message written for the occasion by George Wharton Pepper and a number of patriotic hymns and songs. A song-leader and cornetist led the music at each place.

A nation-wide observance was asked for Saturday, December 8, 1918, in honor of Great Britain. The British Admiralty dispatched H. M. S. *Cumberland*, under command of Captain Blackett, to Philadelphia, and a series of events were arranged for the entertainment of the officers and men. Three hundred and sixty sailors and marines, including a band from the *Cumberland*, escorted by sailors from League Island and a navy band, marched through the streets in the center of the city, and were reviewed in Rittenhouse Square by Major General McLachlan, of the British War Mission, and by American naval and military officers. The officers were entertained at a luncheon at the Navy House, East Rittenhouse Square, and the men marched over to the United Service Club, 22d Street below Walnut, where sandwiches, coffee, cakes and cigarettes were served. It is interesting to note that this parade of men from a British ship was the first time since the American Revolution that British troops, under arms, had marched through the city.

A football game was staged at Franklin Field in the afternoon, and between halves the visiting navy men paraded around the field and were given a great ovation. After the game the men marched to Houston Hall for a "smoke," and then proceeded on special trolleys to the War Camp Community Service Canteen, where supper was served by a committee from the National League for Woman's Service. The officers of the ship were the guests of Lewis S. Sadler, Executive Manager of the Pennsylvania Council of National Defense, at an informal dinner at the Bellevue-Stratford Hotel. In the evening a mass meeting was held in the Metropolitan Opera House, and so great was the crowd that an overflow meeting was hurriedly arranged and speeches were delivered from the Poplar Street steps of the building.

In December, 1919, Bayard Henry, a member of the Council, suggested that the Council secure permission from the British Bureau of Information, of which Sir Geoffrey Butler was the head, to exhibit in Philadelphia the collection of British naval photographs in color. These photographs, the largest of which was 26 feet by 12 feet, disclosed every phase of modern naval warfare, and a number of them, taken by American sailors, showed the American fleet on duty. Permission having been obtained, the pictures were placed on exhibition in the galleries of the Pennsylvania Academy of the Fine Arts. A small entrance fee was charged and, at the request of the British authorities, the net proceeds were donated to American war charities. Over 35,000 people viewed the exhibit, of which number were some 8,000 school children, who were admitted free and who had the pictures personally explained to them.

The gentlemen in charge of the photographs were H. N. D. Talbot and Lieutenant H. T. C. Walker. Mr. Walker was one of the heroes of the Zeebrugge fight.

On January 19, 1919, the Council assisted the British Committee of the Emergency Aid of Pennsylvania in arranging for a meeting at the Academy of Music, addressed by Sir Arthur Pearson on behalf of St. Dunstan's Hospital for blinded soldiers.

In February, 1919, Judge Martin appointed a committee to plan for welcoming the troops which were soon to return to Philadelphia. The city government was represented by the presidents of Select and Common Councils, the Hon. James E. Lennon and the Hon. E. B. Gleason; Isaac D. Hetzell and Charles B. Hall, Chairman and Secretary respectively of the Councilmanic Committee for the relief and sustenance of soldiers' families. Other members of the committee, as originally appointed, represented the Y. M. C. A., Y. W. C. A., Knights of Columbus, Jewish Welfare Board, Salvation Army, American Red Cross, and the War Camp Community Service.

An information bureau was established in charge of Mrs. W. L. Mann. The names of transports listed in the mimeographed bulletins from the port embarkation office in Hoboken were card indexed. This enabled the bureau to give information as to the movement of all troops as soon as they had left a foreign port for home. The Navy Yard stationed a radio operator in the Liberty Building, and messages were received for immediate transmittal from the wireless station at League Island. Whenever Philadelphia men returned on transports not docking at their home port, the committee wirelessly a greeting to the commanding officers and men of such units. When transports docked at Philadelphia, the committee chartered sufficient boats

to take the relatives of the men down the river to meet them. The police boats *Ashbridge* and *Stokley* were always available and the police band was carried on the former. At one time it was necessary to provide accommodations for 3,000 people. All committee boats were gaily decorated and bore large banners with the words "City of Philadelphia Welcome Home Committee."

Several signal men from the Navy Yard were usually detailed to go on each committee boat and thus relatives were able to have messages wigwagged to the men on the transports. Frequently it was possible to steam so close to the ships that greetings could be called back and forth. A service that was greatly appreciated by the officers and men of other cities returning to the port of Philadelphia was the gift of home-town newspapers. When the government bulletins showed that men from other states and cities were due on a certain transport, the committee telegraphed to the Governor of the State or to the Mayor of the City and asked that newspapers be sent at once. These were distributed at the pier by the Red Cross or, in some cases, were sent to Camp Dix in care of one or more of the welfare agencies.

With the news that the 28th Division was about to return, plans were immediately made to give it a reception worthy of its war record and the committee was reorganized. An account of the work of this larger committee will be found in the chapter devoted to the story of the parade of the 28th Division.

On March 21, 1919, the Rev. Hugh Birkhead, a former Red Cross chaplain overseas, delivered an address in the Academy of Music on the subject "America's



Courtesy of Frank W. Buller, Stanley Co. of America.

Men from U. S. S. "Haverford" parading in Philadelphia before entraining for Camp Dix.

Opportunity." The other speakers of the evening were Lieutenant Colonel D. J. McCarthy, who had recently returned from service in Russia, and Major Charles J. Biddle, Philadelphia's first "Ace." The meeting was under the joint auspices of the Council and the Emergency Aid of Pennsylvania.

Memorial Day, 1919, was observed by services in the public squares very similar to the exercises on Thanksgiving Day, 1918. They were arranged by the Council and the programs included President Lincoln's "Gettysburg Address," Kipling's "Recessional," national hymns and popular songs of the three wars—the Civil, Spanish-American and World War. At the conclusion of the exercises "Taps" was sounded.

At a time when a strike among the textile workers of Philadelphia promised to assume menacing proportions, a committee of conciliation was appointed by the Chairman of the Council. They entered earnestly into the work of bringing the employes and employers together. A compromise was effected between the parties, and the strike ended without disorder or destruction of property.

Turbulent uprisings of a serious revolutionary character having been threatened for May 1st and July 1th, the Executive Council was convened and arrangements were made with the authorities to call upon the local police, the Home Guard, volunteer police, the reserve militia, and a body consisting of 7,500 sailors and marines. Guards were placed in banking institutions near the threatened scene of disorder. The preparations proved sufficient for the emergency, and the days passed without incident.

In the spring of 1919, at the request of the Pictorial Section, Historical Branch, W. P. D., General Staff, Washington, D. C., the Council secured, in duplicate, about three thousand pictures, showing war-time activities and conditions in Philadelphia. One set of these pictures was sent to Washington and the other set filed for reference. Mrs. Thomas Robins acted as Chairman of the committee and Mrs. Albert E. Peterson, Jr., had general charge of collecting the photographs.

In June, 1919, Charles B. Hall was appointed Chairman of a committee of the Council to secure the war records of Philadelphia men and women in service. The Pennsylvania War History Commission, of which Governor William C. Sproul was Chairman, provided the record blanks and a house-to-house canvass was made by the Police Department. As a result of this canvass over fifty thousand records were secured. It is estimated that at least eighty to ninety thousand men and women from this city served in the Army and Navy, but until the War Department sends copies of its lists to the Adjutant General at Harrisburg, which will be a matter of some years in all probability, it will be impossible to issue a correct list.

The Philadelphia Council closed its offices on July 15, 1919. Its historical research work was continued by the appointment, at the suggestion of Judge Martin, of the Philadelphia War History Committee. The Executive Manager of the Council became the Secretary of the new committee and this book is the result of the History Committee's work.

The Staff of the Council included, besides the Executive Manager and the Associate Managers: A. C. Wright, Mrs. W. L. Mann, Miss Miriam Moses, Miss M. E. Desmond, Miss Sara Mays Taggart, Miss Agnes C. McCann, Mrs. Jane Illi, Mrs. A. M. Whyte, Miss Elsie Mandell, Miss T. R. Jacobs, Miss Krantz, James E. Corneal, Miss Anne McDonough, Miss Myrtle E. Dunn, Miss Elsie

Burghart, Miss Nann McLaughlin, Miss Hilda Kaplan, Mrs. E. R. Smith, Miss F. Laeff and Mrs. A. H. Bollman.

Among others associated in the work of the Council were: Henry A. Gummere, Henry S. Drinker, Jr., W. J. Wheatley, John Huneker, Clarence S. Cates, Henryiss Roessler, Charles C. Hazlett, E. E. Hogle, James O'Neill, Arno P. Mowitz, Miss Edith Sheldon, Dr. Caroline Colvin, Dr. Sarah Kingsbury, Miss Edith Lowber, Miss Leslie B. Stewart, Miss Jane Hanratty, Miss E. Ehland, Miss M. E. Kern, Miss E. F. McIntyre, Mrs. N. S. Betts, Miss G. F. Mulchrone, Miss Elsie Gilbert, E. R. Cheney, G. E. Williams and C. L. Buckmum.

WOMAN'S PHILADELPHIA COUNTY COMMITTEE COUNCIL OF NATIONAL DEFENSE, PENNSYLVANIA DIVISION

Chairman: Mrs. Henry D. Jump.

Vice-Chairmen: Mrs. George A. Dunning, Mrs. A. A. Eshmer, Mrs. Frank T. Griswold, Mrs. George McFadden, Miss Clara Middleton, Mrs. Paul D. Mills, Miss Mary M. Rivinus, Mrs. E. T. Stotesbury.

Secretary: Mrs. George A. Piersol.

Chairman of District Committees: Miss Beulah Fennimore, Mrs. Bowman Leaf, Mrs. B. F. Richardson, Mrs. Wilmer Krusen.

The Woman's Committee, Council of National Defense, for Philadelphia County was organized in October, 1917, following the Hoover campaign to conserve food, which was carried on during the summer months by a splendid body of women who came forward to assist in the distribution of the Hoover food pledge cards. A registration of 305,000 Philadelphia women was sent to Washington. The State Chairman, Mrs. J. Willis Martin, naturally turned to this group for leadership and appointed Mrs. Henry D. Jump as Chairman for Philadelphia County.

An organization of women covering all parts of the city was immediately started, and the colossal task of house-to-house visiting, arranging the streets, wards and districts of the city in card catalog form for future reference was tirelessly carried on during the hot summer months. This campaign proved to be one of the most constructive pieces of work accomplished by the Philadelphia Council. All clubs and organizations of women were called upon to help, regardless of color, creed or condition; everywhere the chairman received hearty cooperation and generous offers of assistance. From this group of women the chairman appointed an efficient executive committee, as well as district chairmen in all parts of the city, with directors for all departments. The Council, the State and City owe a deep debt of gratitude to Mrs. Edward T. Stotesbury, through whose generosity it was enabled to maintain headquarters and an adequate office force at 1607 Walnut Street, until such time as the Committee of Public Safety invited it to share their offices in the Finance Building, and paid all overhead charges.

REGISTRATION DEPARTMENT, Mrs. George A. Dunning, Director. Mrs. Dunning splendidly organized this department, but was obliged to resign early in the year, after which the first active piece of work was the registration of women, under the efficient direction of Mrs. Louis B. Taylor. This campaign was conducted by means of special drives and then by organized committees



Women working on Army hats at the John B. Stetson Co.

in the various wards until the total of 95,000 women had signed these cards. The work of filing them was alone an enormous task. They were filed and cross-filed under occupations so that a woman required for a certain piece of work could be immediately obtained. From this department munition workers, and recruits for all sorts of war activities were obtained, and registration proved its value in numerous ways. The Director of Registration became a member of the Federal Employment Bureau, and used these files very actively in her work.

When this source of assistance became generally known, many and frequent calls were made upon it by government as well as by the local industrial plants. Not the least interesting feature of this work was the recruiting and placing of women on the land in cooperation with the Woman's Land Army, and an amusing incident occurred when an actress registered for farm work, stating that she was ready to work all the year round, but was naturally untrained. Shortly after, a woman farmer applied to the Department of Women in Industry for a helper willing to do all-the-year-round work in any and every capacity. She was a wee bit skeptical about taking an actress whose sole qualification was an altogether untested love of the outdoors, but at last consented, and the registrant, seizing the opportunity, went on the land early in February. After a three months' trial, a letter came from the farmer, enchanted with the enthusiasm, earnestness and skill of her assistant, and begging for a woman who would be willing to do the housework. Again the files were consulted, and though domestics, in the ordinary

sense of the word, were not on the lists, it was found that a patriotic woman of fifty who had had her own comfortable home, but was otherwise untrained, stood ready to answer the call, stating in cheerful terms that as she too was an untrained worker she was willing to do a bit of drudgery as her share of war work. Few reach such heights of patriotism! These cards became extremely valuable during the influenza epidemic, when those who had registered as willing and able to nurse were summoned to answer the many calls that came to us from all parts of the city. Four hundred and eighty women were written to, fifty per cent of whom reported at the office.

FOOD PRODUCTION DEPARTMENT, Mrs. George H. White, Director. While there was not a great deal of ground available for cultivation within the city limits, Mrs. White was able to do valuable work in establishing school gardens in vacant lots throughout the city, some of which are still in operation, and much was done among the school children in stimulating their interest in backyard gardens and food conservation.

FOOD CONSERVATION DEPARTMENT, Mrs. H. C. Boden, Director. Perhaps no department had a more colossal task than that of the Food Conservation Department, to whose lot fell the education of every class of society in the necessity of self-denial in the use of every available foodstuff. This department was fortunate in having as director Mrs. N. D. Hitchcock, instructor of home economics at Temple University, who began the work assigned, but was obliged to resign when called to New York, and her able assistant, Mrs. H. C. Boden, was appointed to the vacancy. Mrs. Boden devoted much time to the opening of food kitchens in different parts of the city where daily demonstrations were given in the making of war breads and the use of wheat flour substitutes, and was tireless in her efforts to present food conservation in its most agreeable and practical form. Thousands of posters and recipes were distributed among the foreigners, written in the language of each nationality; the drive for food conservation among foreigners became the next important phase of the work, and in Philadelphia alone, during three months, more than four thousand people of alien birth were visited. The work began primarily as a war measure, but led often to permanent Americanization propaganda, developing, as it does, a certain unity of thought between the foreign element and our native population.

The foreigners were powerfully influenced by the knowledge that, as a result of war's devastation, they could not return again to their native countries.

The method of approach was through the medium of informal meetings; demonstrators who had the ability to "mix in," and were experienced in social service work, organized neighborhood groups of Italians, Poles, Russians, Lithuanians and Roumanians.

Surveys were made of conservation work done in the hospitals, showing that hundreds of loaves of bread per day and hundreds of pounds of butter per week had been saved, and that the consumption of sugar had been reduced more than half. Later the department of food became federalized, and went under the Federal Food Administrator for Philadelphia. A remarkable food army of thousands of women was organized and was doing active service when the armistice was signed. A war bread shop was run in the center of the city where all sorts of war bread and muffins were sold and war bread recipes were distributed.

WOMEN IN INDUSTRY DEPARTMENT, Mrs. Thomas Robins, Director. It was soon discovered that all over the State the call for women workers was

becoming more and more insistent, so that this department had a difficult time to fill all the applications made upon it. Certain standards were insisted upon by the director of this department and women were recruited only for those plants in which living conditions were good, serious basic needs such as housing and transportation were carefully studied, and a booklet was published giving a list of boarding houses, cafeterias, places of amusement, churches, etc., for the convenience and protection of strangers and itinerant workers.

The aim of this department was not only to secure work for women, but in so doing to improve the conditions under which they worked; to advance woman's position economically, politically and socially; to ask from the working woman a spirit of cooperation and loyal service; to arouse all women to the fact that the savings of every worker are an asset to the country, as well as a guarantee of her own economic security in the future. This department did valuable service in familiarizing itself with the rulings of the Secretary of Labor and the Secretary of War on questions of women's work, as well as state laws, and insisted that they be carried out in all plants, both governmental and private, where women were employed.

A very notable piece of work accomplished by the director of this department acting with a committee of public-spirited men and women in Philadelphia under the direction of Dr. Lucy W. Wilson, was a War Emergency Summer High School, opened to give intensive training; and for this purpose the use of the building of the William Penn High School for girls was offered by the Board of Education. This school was patronized by workers of all ages, and the pupils were taught the reading of blue prints, stenography, typewriting, stenotyping, filing, etc.

No class of Pennsylvania citizens responded more promptly and more patriotically to the call to work than the colored women of the State. Approximately four thousand were employed in arsenals, chemical plants, oil and sugar refineries, the railroads, and the munition and rifle plants.

The Department also undertook to recruit the requisite number of workers to establish several units for the Woman's Land Army, and financed the necessary office staff until such time as they established their own headquarters.

CHILD WELFARE DEPARTMENT. Mrs. Wilmer Krusen, Director. Mrs. Krusen had an able assistant in Dr. Hartley, who gave instructions by lectures to women who afterwards accompanied the visiting nurses to the homes of the people to acquire proper training; these women later became very valuable during the epidemic of influenza. The energies of this department were devoted to preserving the health of children under six years and securing adequate care of mothers both before and after confinement, providing proper care for the baby from the moment of birth, protecting the health and maintaining nutrition of the child up to pre-school age. This department gave hearty support and active assistance to those committees working for an increase in mothers' pensions.

DEPARTMENT OF EDUCATION. Dr. Maude Hansche, Director. Dr. Hansche established a Speakers' Bureau for patriotic purposes and had the full cooperation of the superintendent of public schools in the work of Americanization. A survey was made of the foreign people in the city and very effective work was carried out among the Poles, Italians, Hebrews, Russians, etc., who responded loyally to every patriotic measure. The State Director was fortunate in securing speakers.

who greatly stimulated production in the plants they visited by graphic descriptions of the work being done by the English; showing what a powerful asset the women of the British Isles had become to the government. An Americanization Conference held in conjunction with the Liberty Loan and Food Departments proved of great value in bringing together men and women prominent in Americanization work from all over the country, who spoke of the work then carried on by the government as well as private agencies among the foreign population in this country, not the least important feature of which was the stimulation of patriotism among our own people. Perhaps this need had not occurred to us before, but became a real issue to stem the tide of pro-German propaganda. Mary Antin was a forceful and interesting speaker at the conference. Giving an eloquent account of her first experiences in America, she demonstrated what the foreigner can contribute to this country as well as receive from it, and strongly urged for the foreigner free expression of his native arts and talents, which would make for his greater happiness and the greater development of this country.

LIBERTY LOAN DEPARTMENT, Mrs. Barclay H. Warburton, Director. While the organization of the women for this work was not begun until the Second Liberty Loan was well under way, Mrs. Warburton reported the sale of \$15,000,000 worth of bonds. In the Third Loan, under the direction of Mrs. Walter S. Thomson, the women of Philadelphia raised \$53,020,850, which was 31½ per cent of the quota. In the Fourth Loan, despite the ravages of influenza, a total of \$72,020,115 was raised, with over 3,000 women organized and working on various committees. The chairman of the Philadelphia County Committee of National Defense was chosen chairman of the Woman's Liberty Loan Committee for the Third Federal Reserve District. Great interest was shown in the Liberty Loan Conference held jointly with the Food Department when the Philadelphia committee invited the chairmen of all of the sixty-seven counties in the State to attend the three-day session.

DEPARTMENT OF FOREIGN RELIEF, Mrs. Hutton Kennedy, Director. This department acted as a coordinating agency to bring together all the war relief organizations in the State, working in unison and reducing to a minimum all duplication of effort.

DEPARTMENT OF HEALTH AND RECREATION, Miss Theodora Butcher, Director. This Department was closely associated with the Committee on Recreation for girls affected by war conditions. Its function was to stimulate recreational interest and to develop recreational facilities, laying emphasis on the need for patriotic service and the necessity for higher standards among the young girls. A colored woman was appointed for the extension work among the colored girls and frequent consultations were held with Mrs. T. W. Layton of the Protective Association for Colored Women in regard to improving the conditions under which colored women were then working. All activities having to do with women and girls were brought together and worked in full accord. Outdoor neighborhood gatherings in parks and open spaces were planned where frequent concerts and Community Sings were given. Many industrial plants showed notable cooperation in providing recreational diversions and patriotic demonstrations among their employes, Samuel Fleisher himself heading a Liberty Loan parade in which the workers in his factory took prominent

part. This department in conjunction with other committees working for protection of women and girls was instrumental in having women vigilance officers with police power appointed by the mayor to patrol the streets in lonely sections at night.

DEPARTMENT OF PUBLICITY AND INFORMATION. Mrs. Arthur W. Sewall, Director. By means of a weekly *News Letter*, this Department undertook to inform the public of its purpose and aim in the field of war work, and to publish the reports of all that was being accomplished by the different departments. It was also a useful medium for communicating the necessity for hearty cooperation with government requirements, which were printed in original form from time to time as seemed advisable. Later on the reports received from all the counties in this State were published in the *News Letter* and proved a stimulating encouragement to all branches of the work. A very fine piece of work was a directory of vocational opportunities for women in the State of Pennsylvania, issued by the State Director of this Department, which brought forth most favorable comment and became of lasting value.

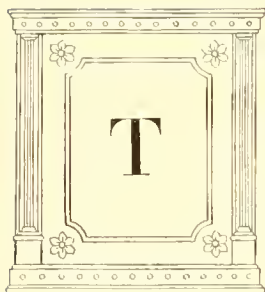
The development of district committees formed a notable achievement; two were doing active work along all lines, and others were in the process of formation. Forty-two wards out of the forty-eight were organized, with special groups of women ready to take up active work. A special organizer had personally visited these groups in order to prepare them for future emergencies. One ward was organized and ready to work with both men and women. In September, a war work conference was held in Philadelphia, in which the Philadelphia County Committee played an active part. It called together the first woman's war rally ever held in the United States, and included munition workers and industrial workers as well as volunteers in war activities. All groups of women and women's organizations attended in large numbers and listened to a remarkable program of patriotic expression. Prior to this, the only rally of the kind ever held had been the one reported in Paris a few days before.

The drive for 25,000 Army nurses, requested by the United States Surgeon General, was conducted in July and August of 1918. Philadelphia County, whose quota was 110, went over the top with an enrolment of over 600, with recruiting stations in all parts of the city. In this rally and four-minute speakers and all the various men's and women's organizations were used effectively. A big Liberty Sing was held, and a strong appeal for enrolment made.

During the epidemic of influenza the Woman's Committee of the Council of National Defense called on all organizations and groups of women for volunteers and helpers to private families.

The Woman's Committee at all times held itself ready to meet the emergencies that might arise, and to call upon the various organizations of women in the city for help in different lines of war work. It is most grateful to the men and women in the city for the financial support which they gave since the beginning of 1918, and which enabled them to do the necessary work. But for the signing of the armistice a big and active group of women and women's organizations would have been ready to direct their services in the furthering of the war. This same group could be easily used to further other civic problems.

THE PORT OF PHILADELPHIA*



HERE was a time when it was said that the Delaware River was the "Clyde of America," but the time has come when the Clyde may be aptly called the "Delaware of Great Britain."

Such a claim need not be considered extravagant when we consider the recognition given the port of Philadelphia during the period of the war, and when we further summarize the maritime interests of the port.

Within the limits of the city of Philadelphia and in the immediate vicinity are established the following shipbuilding companies: Merchant Shipbuilding Corporation; Wm. Cramp & Sons Ship & Engine Building Co.; New York Shipbuilding Corporation; Sun Shipbuilding Co.; Chester Shipbuilding Co.; Pusey & Jones Co. and the Bethlehem Shipbuilding Company. During the war, the following companies had plants in or near Philadelphia: American-International Shipbuilding Corporation; Traylor Shipbuilding Corporation; Pennsylvania Shipbuilding Co.; New Jersey Shipbuilding Co., and Jackson & Sharp Co.

The port of Philadelphia, as defined for customs purposes, comprises such waters of the Delaware and Schuylkill rivers bordering on the municipality of the city of Philadelphia as are navigable. The municipal limits of Philadelphia on the Delaware River, as defined by the Director of Public Works, extend from a point immediately south of Fort Mifflin, below the mouth of the Schuylkill River, to the mouth of Poquessing Creek, immediately north of Torresdale. The authority of the Board of Commissioners of Navigation extends from the State line on the south to the head of the navigable water of the Delaware River on the north.

The customs district of Philadelphia as defined by law (March 3, 1919) comprises all that part of the State of Pennsylvania lying east of seventy-nine degrees west longitude, all of the State of Delaware, and all of that part of the State of New Jersey not included in the district of New York, with district headquarters at Philadelphia, in which Philadelphia (to include Camden and Gloucester City, N. J.), Thompsons Point, Tuckerton, Chester, Wilmington and Lewes shall be ports of entry.

The tonnage shipped through the port of Philadelphia establishes the position of this city as the second port in the United States. Figures compiled officially show the following totals of trade at Philadelphia:

	TONNAGE		
	1918	1919	1920
Domestic.....	15,107,815	7,527,723	10,105,068
Foreign.....	5,895,320*	11,632,137	11,961,736
Totals.....	21,003,635	19,160,160	22,066,804

*Includes 508,325 tons of war material not passed through Customs House.

*Summarized by the Secretary of the Philadelphia War History Committee from the reports of the Philadelphia Maritime Exchange, and from various publications of the Department of Wharves, Docks and Ferries.

	VALUES		
Domestic	\$1,909,279,986	\$1,772,511,216	\$1,755,193,364
Foreign	686,817,078*	676,265,606	733,201,017
Totals	\$2,596,097,064	\$2,448,779,822	\$2,488,394,411

*Includes \$115,000,000 in value of war material not passed through Customs House.

Figures announced by the Surveyor of the Port showed that the sum of \$16,610,733.72 was received in import duties at Philadelphia in 1918. He also stated that this port is the cheapest from which to ship goods to foreign countries, a statement borne out by facts and figures compiled by the Treasury Department.

The import duties received in 1919 and 1920 amounted to \$20,019,617.74 and \$22,301,096.70 respectively.

In 1918 the export shipments of grain from this port reached approximately thirty million bushels. The capacity of the port is far greater but the shipments were decreased last year because of lack of tonnage. In 1916 a total of 17,250,059 bushels were shipped from this port, and in 1917, 13,095,139 bushels. In 1919 the number of bushels was 50,983,856.

The export of petroleum products from the Customs District of Philadelphia during 1918 amounted to 385,031,111 gallons, including illuminating, fabricating, paraffine and fuel oils, and gasoline and naphthas and in 1919, 312,031,052 gallons.

The sugar receipts at this port in 1918 totalled 180,342 tons, 22.11 per cent of the total received at North Atlantic seaports. In 1919 the tonnage was 699,147.

During the year 1919, a total of 7,003 vessels entered and cleared this port. In the foreign trade the exports were valued at \$522,391,091, and the imports at \$153,871,515, a total of \$676,265,606. During 1920, 8,350 vessels entered and cleared at Philadelphia. The exports had a value of \$451,013,216, and the imports a value of \$282,157,331, a total of \$733,201,017.

This traffic involved the handling of 1,327,092 tons of freight, of which approximately 2,185,000 tons were of petroleum and by-products; 367,000 tons iron and manganese ores; 523,113 tons coal; 592,301 tons grain and 56,600 tons general merchandise.

But one other port in the United States did a greater business, and there the congestion caused delay, heavy losses, and much annoyance to shippers.

About 800 more vessels from foreign ports visited Philadelphia during 1919 than in any other similar period in the history of the port. A sufficient amount of ship tonnage arrived and cleared during that year to move approximately 32,163,170 deadweight tons.

The port of Philadelphia, with its present facilities, is in a position to handle annually 50,000,000 tons of commerce.

These facilities are being extended under a comprehensive plan of development entailing a cost of millions of dollars. The extensions are based upon the present enormous volume of trade, with the future in view, and having in mind that within the last thirty years the import and export trade at the port of Philadelphia have increased in value from \$92,000,000 to more than \$676,000,000 per year.

PIERS

The city owns twelve piers, now used for shipping oversea and coastwise cargoes. The semi-public and private piers on the Delaware and Schuylkill rivers

include 33 for foreign trade; 10 for coastwise trade; 2 for river and bay trade; 12 coal piers; 13 miscellaneous cargo and industrial piers; 4 ore piers; 3 grain piers; 6 lumber piers; 11 railroad water-front freight stations, and various sections of improved bulkhead frontage.

The great shipping base built by the United States Government, upon the Delaware River, at Oregon Avenue, as a Quartermaster's Terminal, will become a part of the shipping facilities at the port of Philadelphia. This base has cost to construct, including the purchase of the land, about \$13,500,000. There are, in addition to the piers, adequate railroad facilities for freight transportation, a power plant and an electrical substation. There is also a general storage warehouse constructed at an estimated cost of \$3,408,973, and an expeditionary storage depot completed at a cost of \$1,023,550. The capacity of these piers is over one million square feet.

Plans for municipal piers were interrupted by the war, but during the year 1918 Pier 78, South Wharves, was completed and taken over by the Government. This pier is two stories in height, 900 feet long and 250 feet wide and cost \$1,730,000. It is flanked by 300-foot docks on each side, constructed of reenforced concrete and steel, and is the first of a group of ten to be known as the "Moyamensing Group." Work was also started on dredging the sites for piers at Porter and Wolf streets, each of which will exceed in length Pier 78 by 100 feet.

Over fifty steamship lines have offices at this port, which means that Philadelphia products are carried under many flags to practically every port throughout the world.

If it is asked why Philadelphia has attained the rank as a United States port second only to New York City, the following reasons may be advanced: Philadelphia is a fresh-water port, which of itself is a financial asset. When a ship docks in fresh water the barnacles and other salt-water growths on its bottom drop off and the expense of scraping the keel is minimized and the life of the ship lengthened. The cost of lighterage is almost entirely eliminated here. Ships docking at any one of the 267 piers unload on cars, which can then be run over a belt line connecting with the Pennsylvania Railroad, Philadelphia & Reading Railway and Baltimore & Ohio Railroad. Moreover, cargoes intended for export are hauled directly on to the piers and hoisted from car to hold.

There are three graving docks at the Philadelphia Navy Yard. The dimensions of these are: No. 1, 159 feet 10 inches long, 23 feet 4 inches depth on sill; No. 2, 731 feet 10 inches long, 30 feet depth on sill; No. 3, 1005 feet long, 39 feet 11 inches depth on sill.

The drydock of the Kensington Shipyard Co., which is adjacent to Cramp's Shipyard, has an extreme length of 132 feet; length at bottom, 412 feet; breadth at entrance, 70 feet; and depth on sill, 20 feet.

The Philadelphia Ship Repair Company's floating dock is 250 feet long, with a breadth of 36 feet at the entrance, 17 feet depth on sill, and a lifting power of 3,500 tons. The same Company's pontoon dock has a length of 184 feet; breadth at entrance, 85 feet; depth on sill, 16 feet, and a lifting power of 1,400 tons. A new floating drydock over 900 feet long is now in use at the plant of the Sun Shipbuilding Company, at Chester, Pa.

A Delaware River channel 300 feet wide, with a (low water) depth of thirty

feet, connects the city with the Atlantic Ocean. Work on a thirty-five-foot channel has been under way since 1910.

Coaling is an important matter, and here again Philadelphia offers unique advantages. From the vast wealth of Pennsylvania's mines comes the cheap bunkered coal over a relatively short haul to twelve coaling piers, and thus with a minimum cost it is placed on board the ships. There are also fuel oil stations at Point Breeze and Marcus Hook, supplied by the great pipe lines of the Standard Oil Company.

Among the many other advantages offered by Philadelphia to maritime interests may be mentioned the 797 acres of anchorage space, seventy derricks and cranes of various capacities, twenty or more large warehouses and two grain elevators capable of storing 3,225,000 bushels.

Furthermore, the old canal systems which connected our city with the north and south are being reorganized, and during 1918 the New York and Delaware Steamship Corporation began to carry cargoes between Philadelphia and New York by way of the Delaware and Raritan Canal. The daily service which completes the journey in either direction in twenty hours started with five steamships and two barges. The exigency of transportation during the war did much to revivify interest in the development of the inland waterways systems of the country.

The merits of Philadelphia as a port were established and proven during the war. While we may feel that the future of the port is assured, the rapidity with which it will be developed depends upon the active and hearty cooperation of all local maritime interests.



Courtesy of Frank W. Buhler, Stanley Co. of America.

A Diver Aids in the Recruiting Campaign.

SHIPBUILDING FOR WAR AND PEACE TIMES

WORK OF THE UNITED STATES SHIPPING BOARD EMERGENCY FLEET CORPORATION

By W. J. BOLLENBECK*



PHILADELPHIANS may well be proud of the part played by their city in the war, because from this city was directed the vast and unprecedented shipbuilding activity of the United States which convinced Germany that her unrestricted submarine warfare would not bring the expected victory over the Allies. The executive work connected with the biggest single industrial enterprise ever attempted was conducted in this city; namely, the work of the United States Shipping Board Emergency Fleet Corporation, and with this city as central head-

quarters the world's record was broken for speedy construction of ships to serve as an auxiliary to that valiant body of men constituting our Army and Navy, fighting for right and civilization. Not only did Philadelphia house the "brains" of this vast undertaking but it also did its share in the actual production, for in this vicinity nearly 20 per cent of the total tonnage on the shipbuilding program was produced.

Philadelphia may justly be regarded as the foster-mother of America's revival as a shipbuilding nation and of the resultant merchant marine.

AMERICAN SHIPPING BEFORE THE WAR

It will be remembered that this country was more or less of a maritime power in 1860, but that there was a steady decline or, rather, no increase proportionate to the rapidly growing trade demands, although sporadic construction was carried on. This may be better illustrated by recalling that while from 1850 to 1860 the average yearly tonnage built in this country was 559,572, it gradually fell until it went as low as 338,596 for the period of 1890-1900. There was a slight spurt from 1900 to 1909 (921,324 deadweight tons in 1908 being the largest yearly production before the war), but for the period 1910-1916 the average was only 415,165 deadweight tons, despite the tremendous increase in our foreign trade. Of the total world's merchant tonnage of approximately 73,859,540 deadweight tons in August of 1914 this country owned about one-seventh. While in 1810 we were carrying as high as 92 per cent of our foreign trade in our own bottoms, we could boast of only 9.7 per cent in 1914. In other words, we were 90.3 per cent dependent upon foreign shipping for transporting our imports and exports.

What this decline meant to the industries of this country, not only from the viewpoint of foreign markets for our surplus but also because of transportation charges, was foreseen by those who took the initiative in the creation of the United

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Courtesy of A. I. S. C.

"Fifty Ways to Beat the Kaiser" at Hog Island.

States Shipping Board in 1916. The helplessness of this country as regards a proper merchant marine to be used as an auxiliary to the Army and Navy soon became evident with the war raging in Europe, and it became a stern and unpleasant reality when the submarine devastations of the enemy began.

CREATION OF SHIPPING BOARD AND EMERGENCY FLEET CORPORATION

The United States Shipping Board was created by an Act of Congress on September 7, 1916, "For the purpose of encouraging, developing and creating the naval auxiliary and naval reserve and a merchant marine to meet the requirements of the commerce of the United States with its territories and possessions and with foreign countries; to regulate carriers by water engaged in the foreign and interstate commerce of the United States, and for other purposes."

The original act did not contemplate ship construction work, but merely to encourage it. The Shipping Board was to regulate merchant marine matters the same as the Interstate Commerce Commission exercised jurisdiction over railroads.

On April 6, 1917, this country was drawn into the World War, and aside from the work of the Army and the Navy the necessity of ships to carry our troops and supplies became a stern necessity. Our neglect in not having a naval auxiliary in the form of a merchant marine became apparent.

Under authority of the Shipping Act of 1916 the Board organized the United States Shipping Board Emergency Fleet Corporation on April 16, 1917, with a capital stock of \$50,000,000, which was subscribed for by the Shipping Board on behalf of the United States. The Emergency Fleet Corporation became the agency of the Shipping Board in its active work of constructing and operating ships, but for the purpose of this article only the various construction activities will be discussed.

The President of the United States, acting under authority vested in him by the Act of Congress of June 15, 1917, entitled "An Act Making Appropriations for the Military and Naval Establishments on Account of War Expenses," on

July 11, 1917, directed that the United States Shipping Board and the United States Shipping Board Emergency Fleet Corporation should "have and exercise all powers and authority vested in him . . . in so far as applicable to and in furtherance of the construction of vessels, the purchase or requisitioning of vessels in process of construction, whether on the ways or already launched, or of contracts for the construction of such vessels, and the completion thereof, and all power and authority applicable to and in furtherance of the production, purchase and requisitioning of materials for ship construction" and in the "operation, management and disposition of such vessels, and of all other vessels heretofore or hereafter acquired by the United States." Later, similar authority was given for the acquisition, extension, etc., of transportation and housing facilities, of shipyards and shipyard plants, of drydocks, marine railways, piers and all other necessities for ship construction and operation. The Shipping Board designated the Emergency Fleet Corporation to act as its agent in carrying out the executive order of the President. The Shipping Board consisted of five members, who, in turn, were also members of the Board of Trustees of the Corporation.

SEIZURE OF ENEMY SHIPS

One of the first steps of the United States was to seize all enemy shipping interned in our ports. This was done under authority given to the President by Congress on May 12, 1917, which authority was delegated to the Shipping Board by the President on June 30, 1917. Approximately eighty-eight vessels were thus seized, most of them being turned over to the Army and Navy for transport work. Later, similar authority was delegated to take over all port facilities of enemy companies. In addition to the ships thus seized this country also purchased or chartered enemy vessels interned in other countries, particularly in South America.



Courtesy of A.-I. S. C.

Thawing Ground at Hog Island with live steam.



Courtesy of A. I. S. C.

Showing Progress made during the winter at Hog Island.

COMMANDEERING OF AMERICAN VESSELS

In order to give the Government control over all ships flying the American flag, all steel vessels of more than 2,500 deadweight tons were commandeered and operated, in many cases by their former owners, under the jurisdiction of the Board.

REQUISITIONING OF VESSELS UNDER CONSTRUCTION

As a result of the requisitioning Order of August 3, 1917, all vessels building or contracted for private or foreign account in the shipyards of this country were requisitioned. In this way the Emergency Fleet Corporation acquired some 131 vessels of 3,071,306 deadweight tons which were under construction, or about to be constructed, and supervised their completion. (This number was later reduced to 384 of 2,687,266 deadweight tons by cancellations.) The nationality of the former or prospective owners of these requisitioned vessels follows: American, 135; British, 163; French, 31; Norwegian, 38; Italian, 1; Danish, 1; Russian, 2; and Japanese, 1.

With these three important steps taken the Government, through the United States Shipping Board and its agency, the Emergency Fleet Corporation, both being the direct agents and representatives of the President, controlled all ship-building and shipping in the United States, with the exception of that conducted by the Navy. The Government was now ready to proceed with its task of turning out ships faster than the enemy submarines could sink Allied shipping. Ships to combat submarine sinkings were needed, for the enemy was destroying some 750,000 tons per month, thus rapidly depleting the world's shipping. The

English output was but 200,000 tons per month and that of American yards but forty-nine vessels of 301,000 tons from July 1 to December 31, 1917. The total submarine losses of Allied shipping, from February 1, 1917, to October 31, 1917, were approximately 7,709,293 tons, and before the war ended the loss by enemy action increased to approximately a total of 19,273,273 tons for the period June 30, 1914, to November 11, 1918.

The following shows the *average yearly* tonnage produced in the United States, both private and Government account, exclusive of the United States Navy, from 1813 to 1818, and from 1910-1916, and the *yearly* tonnage from 1916.

Years	Deadweight Tonnage
1813-1819	131,730 Average yearly
1910-1916	115,165 Average yearly
1917	997,018 Yearly
1918	3,223,506 Yearly
1919	6,553,323 Yearly
1920	1,291,037 Yearly
1921 (6 months).	2,863,165

The United States entered the war at a crucial time, not only with its Army and Navy but also with its resources. Next to troops and supplies the Allies needed ships, and needed them very much. Had American ships been available, when needed, the tide of battle might have been turned before that memorable and significant day in August of 1918 when our troops turned the enemy back at Chateau-Thierry. Our neglect of shipping came to be almost a catastrophe, but, with characteristic American industry and pluck, this country rose to the occasion and turned out "ships, ships and yet more ships," and thereby helped our gallant



Courtesy of A - I S C.

Shop No. 1, Hog Island.



Courtesy of A. I. S. C.

Typical Lighting—10:30 P. M.—at Hog Island.

fighters to destroy the morale of the enemy and bring about a realization that victory was a forlorn hope. The shipbuilders of the country responded to the call and exerted their utmost to provide the much needed tonnage to transport troops, munitions, foods and supplies. They constituted the "second line of defense."

PROBLEMS TO MEET

The problems confronting the officials in charge of producing ships were not only those of actual ship construction but many related activities, such as expanding the existing and erecting additional shipyards, securing additional shipyard workers, providing for their housing, safety, sanitation and transportation, purchasing and transporting vast quantities of materials, securing and training executives to supervise the work, attending to letting of contracts, safeguarding the legal rights of the Government, handling and supervising all financial matters, setting up a proper and correlated organization, defining the methods and procedure, securing office space and a force both in the Home and Field offices; in short, attending to the multitudinous details of setting up a business larger than any ever existing, and have it functioning almost immediately. It seemed like a superhuman task, but, thanks to Yankee pluck and skill, it was performed almost overnight and America again became a shipbuilding nation.

SHIPYARD FACILITIES AND WORKERS

Before the war there were less than sixty shipyards in the United States capable of constructing ocean-going merchant vessels. These had a total of 235 shipways. To increase shipbuilding ten-fold it was necessary to greatly expand the facilities.

and by November of 1918 there were 190 yards, with 1,020 shipways, engaged in government construction in this country, and fourteen in the Orient.

In 1916 there were but 50,000 experienced shipyard workers. Through the labor recruiting and the training policies the number was increased to 385,000.

ACTUAL SHIP CONSTRUCTION

The original war program called for a total of 3,270 vessels of 13,407,276 deadweight tonnage.

When the war emergency passed, contracts for ships required for the war but not needed for a well-balanced merchant marine, and others on which construction had not proceeded too far, were suspended, followed by cancelations wherever a saving could be effected. In this way the program was reduced by 958 ships of 1,770,565 deadweight tons, leaving an active program of 2,312 of 13,636,711 deadweight, or a decrease of 25.8 per cent.

ORIGINAL AND ACTIVE PROGRAM

Class	ORIGINAL PROGRAM		CANCELED		ACTIVE	
	Number	Deadweight Tons	Number	Deadweight Tons	Number	Deadweight Tons
Requisitioned steel	119	2,963,106	35	276,110	384	2,687,266
Contract steel	1,741	11,911,670	132	2,936,975	1,309	8,927,695
Contract wood	1,017	3,052,200	128	1,166,950	589	1,335,250
Contract composite	50	175,000	32	112,000	18	63,000
Contract concrete	13	302,000	31	228,500	12	73,500
TOTAL	3,270	13,407,276	958	1,770,565	2,312	13,636,711

The present active program by type of ship follows:

ACTIVE PROGRAM BY TYPES

	Steel	Wood	Com- posite	Con- crete	Total	
					No.	Deadweight Tons
Cargo	1,129	301	18	1	1,755	10,777,131
Tanker	138	1		8	117	1,127,730
Refrigerator	19			..	19	161,100
Transport	22			..	22	179,775
Passenger and cargo	25				25	308,972
Barges	6	28			34	93,200
Tugs (ocean)	16	13			59	A
Tugs (harbor)	8	56			61	A
Hulls converted to barges		56			56	206,000
Finished hulls		115			115	117,700
Hulls converted to sailers		8			8	30,500
Barges converted to schooners		2			2	4,000
Harbor tugs		6			6	A
TOTAL	1,693	539	18	12	2,312	13,636,711

"A" No tonnage given on tugs.

A total of 201 shipyards (including fourteen in China and Japan) were engaged in shipbuilding for the Emergency Fleet Corporation.

The fact that the Government took over ships already under construction in American yards made it possible to deliver some of these so-called requisition ships more rapidly than the contract ships (those directly contracted for by the Corporation). Accordingly, the first requisitioned ship had its keel laid April 20, 1916, was launched April 21, 1917, and delivered August 30, 1917.

The keel for the first ship contracted for by the Corporation was laid on July 29, 1917; the first launching was on November 21, 1917, and the first delivery January 5, 1918.

By July of 1918 a total of 129 keels were laid per month. This was the record month for keel layings. This was also the war record month for launchings with 121 ships, although the highest number was 131 in May, 1919.

The world's launching record for one day was broken on July 1, 1918, when ninety-five ships were launched in American yards. Philadelphia has the record for the greatest number of individual launchings in one day, namely, seven in approximately ninety minutes. This event occurred at Hog Island on July 21, 1920, when the last of the 122 vessels built by the American International Ship-building Corporation were sent off the ways in the presence of several thousand people.

The war record for deliveries was seventy-six (395,225 deadweight tons) in October, 1918. The greatest deliveries were 151 (311,336 deadweight tons) in September, 1918.

It will be noted that this country was delivering more ships in one month than had been built in any one year immediately preceding the war. This exceeded British construction by some 400 per cent. It not only shows that we were making up for lost



Courtesy of A. I. S. C.

Record Pile-driving Crew, Raymond Concrete Co., at Hog Island. One hundred sixty-five 60-foot piles driven in nine and one-quarter hours.

time by not being prepared, but also how well we were prepared to carry on the war for an indefinite period. But for the fact that the armistice was signed just when shipbuilding was "Hitting its Stride," even this record-breaking achievement would have been surpassed, because this country alone was not only producing enough ships to overcome the enemy's destruction by "U" boats, but a comfortable excess. It was a record which many hoped for but few expected to see accomplished.

The speed with which individual ships were finished illustrates American ingenuity.

The *Tuckahoe*, a 5,500 deadweight ton steel collier, built at the New York Shipbuilding Corporation at Camden, N. J., required twenty-seven working days from keel laying to delivery, and was in operation within thirty-seven days from date of keel laying.

The *Aberdeen*, a 4,000 deadweight ton wood ship built by the Grays Harbor Motor Ship Corporation, Grays Harbor, Wash., was completed within twenty-seven days.

The *Crawl Keys*, a 3,350 deadweight ton steel cargo ship, built by the Great Lakes Engineering Works, Ecorse, Mich., required but twenty-nine working days from keel laying to delivery.

PRODUCTION EXCEEDED ALL EXPECTATIONS

At the beginning it was felt that if 2,000,000 tons of shipping could be delivered in 1918 and 5,000,000 tons in 1919 it would be a record to be proud of. These estimates were considered the "peak of accomplishment," and not a few doubted the possibility of its attainment.

This record was exceeded by more than 4,000,000 tons each year, as is evident from the following table of deliveries of the Corporation, by years, to the end of the fiscal year, June 30, 1921:

Year	Ships Delivered	Deadweight Tons
1917	50	305,215
1918	533	3,025,306
1919	1,130	6,331,123
1920	173	3,129,567
1921 (6 months)	52	511,900
	2,288	13,359,911

NOTE. Decline in 1920 and 1921 due to curtailment of program after war emergency made same possible.

By November 11, 1921 (Armistice Day), a total of 179 vessels of over 2,750,000 deadweight tons had been constructed and delivered, and by the end of that year the total had reached 583 and the deadweight tonnage 3,331,021. (This was exclusive of seized ex-enemy ships and other existing merchant vessels which had been commandeered, all of which were in operation, and covers only new vessels constructed for Government account.)

Further convincing evidence that the Corporation was pushing shipbuilding beyond all expectation is the fact that by November 1, 1918, a total of 1,129 keels had been laid for vessels of 7,664,015 deadweight tons. Of this number 170 completed ships had been delivered, 276 were being outfitted in the wet basin and 683 were on the ways being made ready for early launching, a record of speed and progress never before equalled.

The total number of merchant ships and deadweight tonnage for Government

account for the entire active program, by districts into which the country was divided for ship construction purposes, follows:

District	No.	Deadweight Tons
North Atlantic	386	1,978,130
Delaware River	317	2,633,381
Middle Atlantic	135	978,660
Gulf	202	884,100
Pacific	759	5,251,150
Great Lakes	179	1,625,000
Japan and China	31	283,290
	2,312	13,636,711

The enormity of the shipbuilding program is shown by the following original estimates of costs to complete the program:

Ships	\$3,319,000,000
Plant and property	177,000,000
Housing	75,000,000
Foreign shipyards construction	55,000,000
Drydock and marine railways	25,000,000
Transportation	20,000,000
Total	\$3,671,000,000

Not all of this money was expended, and of that which was expended a considerable amount, loaned to shipyards, public utilities, realty companies, etc., was returnable. At the time of this writing the figures for the close of the fiscal year are not available and therefore the above original approximations are given. At the time of greatest activity the outlay ranged from \$3,000,000 to \$5,000,000 per day. (The war cost the United States \$50,000,000 a day.)

STEEL SHIPS

Of the 2,312 ships of 13,636,711 tonnage built or being built on the active program, 1,693 with a deadweight tonnage of 11,611,961 are of steel construction, divided as follows:

Kind	Number
Cargo	1,120
Tanker	138
Befrigerator	19
Transport	22
Collier	9
Passenger-cargo	25
Barge	6
Tug (ocean)	46
Tug (harbor)	8
Total	1,693

The superiority of steel for ship construction purposes is recognized, and only the necessity for speed and fear of inability to secure enough steel during the war period made it necessary to resort to other materials, but their use was discontinued as soon as possible after the war emergency.



Courtesy of A. I. S. C.

Keel Blocks of Shipway No. 1.

WOOD SHIPS

On account of the necessity of producing ships as rapidly as possible during the war, the use of wood was resorted to and a total of 1,017 wood vessels of the original total program of 3,270 ships were planned. Of this number 123 were subsequently canceled, leaving 589 to be completed, or partially completed.

There has been considerable criticism of this class of construction, but at a time when there was a demand for any kind of ships, especially when the mills were filled with orders for steel needed for other purposes, it became imperative to turn to wood as a temporary means of bridging the emergency. After the armistice, cancellations were effected wherever possible, and conversions were made, as follows: 115 were finished as to hulls only; fifty-six were converted to barges; eight were changed to sailers, etc. Therefore, the wood ship construction was not a total loss. Some of the steamers have been sold and others are now in the process of being disposed of by sale or otherwise.

CONCRETE SHIPS

The pressure and demand for tonnage caused the experiments in concrete for ship construction. As this class of construction was only in the experimental stage, but forty-three vessels of 302,000 deadweight tons were contemplated. Later, the program was reduced to twelve vessels of 73,500 tons. Of these, four are cargo ships and eight are tankers (for oil). In comparison with steel this class of construction, though intended to be more economical, is not as satisfactory.

PASSENGER AND CARGO VESSELS

A total of twenty-three steel combination passenger and cargo vessels of 299,000 deadweight tons are being built to round out the merchant marine. Of these, sixteen are being built at the New York Shipbuilding Corporation at Camden, N. J. These ships were originally intended for troop transports, and after hostilities ended they were converted to passenger-cargo ships. They are of the latest design of passenger ships, having every comfort and convenience. Of the twenty-three ships of this type, sixteen are of 513 feet length and 13,000 deadweight tons. They have accommodations for 260 first-class and 300 third-class passengers, 210 officers and crew and 7,000 tons of cargo, of which 2,590 cubic feet can be used for cold storage freight. They have a speed of $17\frac{1}{2}$ knots per hour.

The seven smaller vessels are of 502 feet length and have accommodations for 78 first-class passengers and 118 officers and crew, in addition to 9,069 tons of freight, of which 52,300 cubic feet can be used for refrigerated cargo. The speed is fifteen knots per hour. (Some of these also have third-class passenger accommodations.)

All of these passenger ships are of the oil-burning variety. Inasmuch as they are to operate in the European, South American and Oriental trade, in competition with foreign ships, no effort has been spared to make them attractive to the trade. They are provided with the latest maritime equipment and elaborate furnishings and are modern ocean liners in every respect. More than 50 per cent of these ships have been delivered, and are in operation, while the others are being completed as the "wind-up" of the Government's ship construction program.

The *S. S. Keystone State*, named in honor of the State of Pennsylvania, is typical of these passenger vessels. The keel was laid May 13, 1919, and the launching was on May 15, 1920. The sponsor was Mrs. M. A. Neeland, wife of the President of the New York Shipbuilding Corporation, the builders. Delivery was on May 28, 1921. At this writing the *Keystone State* has completed her voyage from New York through the Panama Canal to Seattle, and is about to proceed on her maiden voyage to the Orient, her ports of call being Honolulu, Yokohama, Kobe, Shanghai, Manila and Hongkong. She will be operated in the Pacific trade, from Seattle to the Orient.

FABRICATED SHIPS

Fabricated ships were built at the three so-called Agency Yards of the Corporation, namely, at the American International Shipbuilding Corporation at Hog Island, Pa., the Merchant Shipbuilding Corporation at Bristol, Pa., and the Submarine Boat Corporation at Newark, N. J.

The fabricated steel ship was a radical change from accepted methods of construction. Instead of having all the hull material fabricated in the shipyard itself, it was decided to have the standard parts made at bridge and structural steel plants throughout the country and assembled at the shipyards, thereby permitting expansion of the shipbuilding industry. Quantity production was thus made possible. A total of 230 fabricated vessels resulted from this method, and its feasibility as a means of construction has been demonstrated by the splendid performance of these vessels.

The facility with which these ships can be repaired was demonstrated in the case of the *S. S. Liberty Glo*, a Hog Island ship which struck a mine on December 5, 1919,



Courtesy of Wm. H. Baldwin

U. S. S. "Liberty Glo." after beaching.

and was beached on the coast of Holland. On account of the severe gale and high seas, the vessel parted in two; but the after part was salvaged, needed material to replace 190 feet of the bow-section was sent from Philadelphia, and the vessel was practically rebuilt and is again in as good shape as originally. The report of Captain John Stousland, her brave master, who stood by his ship when only the after section remained and after most of the crew had abandoned the vessel as lost, reads like the wildest of sea "yarns" of olden days. This intrepid skipper, who faced almost certain death during this ordeal, had the satisfaction of steaming up the Delaware in the spring of 1921 on the bridge of his ship. Needless to say, he was given a hearty reception by his associates and admirers.

YARDS, DOCKS AND MARINE RAILWAY CONSTRUCTION

As explained earlier, the large expansion of shipbuilding facilities from some 60 to 201 shipyards in the United States required large investments for plant construction and extension. Even though the expenditures for all plant construction, including yards owned entirely by the Corporation, were less than 6 per cent of the cost of ships, 179 yards, including installation plants, were given financial assistance. All of this work was supervised by a carefully selected corps of plant engineers.

After the armistice all such work ceased and the task of liquidating the investments was started. The speedy completion of ships brought about the necessity of increasing the drydocking and repair facilities of the country. All ships require periodical docking (usually every six or eight months) in addition to docking for underwater repairs necessitated by accidents at sea and other causes.

A complete survey of such facilities in the United States was made in conjunction with the Port and Harbor Facilities Commission, and the minimum requirements were determined as follows:

Floating drydocks,	17
Marine railways	13
Graving docks,	2

Work on the above was started under various forms of contract, and most of it is completed. Those owned by the Corporation have been or are being sold.

HOUSING AND TRANSPORTATION

Proper housing and transportation of shipworkers, especially on the Atlantic coast where these facilities close to shipyards were lacking, had to be provided. Of the 385,000 shipworkers many were brought from their home cities, and the shortage of houses had to be remedied.

Under Act of Congress, approved in March of 1918, an appropriation of \$50,000,000 was made for housing projects. This sum was later increased to \$75,000,000. The sum of \$20,000,000 was appropriated for improved transportation facilities.

A total of thirty-four housing projects, costing \$68,275,031.82, were provided throughout the country. These projects consisted of the following units:

- 8,644 houses
- 849 apartments in 92 buildings
- 94 dormitories
- 5 hotels
- 6 boarding houses

They also included cafeterias, stores, power houses and miscellaneous buildings.

In nearly every case the type of house construction was permanent, so that the projects became substantial additions to the existing towns and cities where housing facilities were greatly needed. Vacant properties within, or adjacent to, manu-



Courtesy of A. I. S. C.

Shipyards at Hog Island, East from Bridge Crane.



Courtesy of A. I. S. C.

General View of Hog Island, from Way No. 1.

facturing cities have been converted into thriving residential villages, with paved streets, cement walks, sewer, water, electricity and gas utilities. "Along the Delaware," in the country within and adjacent to Philadelphia, fifteen of these housing projects, or about 66 $\frac{2}{3}$ per cent have been constructed at a total expenditure of \$16,233,762. These projects include the following:

Hog Island, Pa. 1,989 houses and 16 dormitories with accommodations for 6,020 people.

Camden, N. J. (New York Shipbuilding Corporation)—1,578 houses and 59 apartments, with accommodations for 3,312 people.

Chester, Pa. (Sun Shipbuilding Company and Merchant (Chester) Shipbuilding Corporation)—991 houses, 162 apartments and 1 hotel, with accommodations for 1,163 people.

Wilmington, Del. (Pusey & Jones and Bethlehem Shipbuilding Corporation)—503 houses and 7 apartments, with accommodations for 1,020 people.

Essington, Pa. (Westinghouse Electric and Manufacturing Company)—200 houses and three dormitories, with accommodations for 1,041 people.

Bristol, Pa. (Merchant Shipbuilding Corporation)—320 houses, 212 apartments, 56 dormitories and 1 hotel, with accommodations for 3,773 people.

Gloucester, N. J. (Pusey & Jones Company)—447 houses and 1 apartment, with accommodations for 396 people.

All of the housing projects were financed by the Corporation advancing money on liberal terms to local realty or housing companies organized by the shipbuilder (concerned) to construct houses on land owned by them and taking back from the realty companies mortgages covering the houses. Since the armistice the Corporation has liquidated much of the moneys advanced for such purposes, less write-off for excess cost of war-time construction.

The total expenditures for housing also include the cost of installing public

utilities such as water, sewer, gas, electricity and paving. A portion of this cost is returnable to the Corporation by the various cities and public service corporations to whom the cost was advanced in the form of loans.

For transportation facilities, a total of \$9,190,932 was expended. Of this amount \$5,791,113 is returnable under loan agreements made with the different public utility organizations. Some of the accomplishments along this line follow:

Purchase of 320 new street cars and thirty-five used street cars for service to seventeen shipyards.

Street railway extensions built or financed in eleven other shipyards.

Relaid street-car tracks and loops in seventeen yards and financed this work.

Increased power plant facilities in seventeen shipyards and manufacturing plants.

Chartered thirty steamboats for use in connection with twenty shipyards and instituted sixty special steam railway trains to serve twenty-six shipyards.

Of the \$9,190,932 expended for transportation improvements, the sum of \$1,566,081 was expended in and around Philadelphia. These special activities were:

Delaware County Electric Company—Installation of additional equipment.

Southern Pennsylvania Traction Company—Purchase of twenty-two passenger cars; rehabilitation of one and one-half miles of street-car track; construction of six miles of single track and roadway along Chester Pike between Darby and Eddystone.

Philadelphia Rapid Transit Company—Purchase of one hundred street cars; installation of track and power equipment and terminal facilities.

Philadelphia Railways Company—Purchase of thirty street cars, installation of track and power equipment.

SUPPLY PROBLEM

The problem of obtaining shipping material was as great as securing shipyard labor at a time when the Government was mobilizing an army of 1,000,000 men. Steel mills and other industries were working at full capacity and transportation facilities were taxed to the limit. Nevertheless, the Government was able to secure enough steel and wood to keep all the shipyards supplied. Enough steel was purchased and distributed to build 31,600 miles of railroad.

Sufficient lumber was obtained to build a solid "bridge of ships" 25 feet wide to reach from America to France, with about 1,000,000 feet of lumber unused.

In spite of railroad congestion, and shortage of rolling stock, steel shipments alone aggregated 119,291 tons a week during the rush period.

To insure materials being on hand it was necessary to have a large number of traffic experts, supply men and numerous warehouses. The activities extended to the rolling mills, boiler and engine factories, lumber camps and to numerous other industries.

CONTACT WITH OTHER AGENCIES

Close relations and contact with other Government departments and agencies were necessary. The Shipping Board either had representation on them or worked in close harmony. Among these were the Allied Maritime and Transport Council, which exercised central control over the world's shipping and especially transport work; the War Industry Board, which controlled and had charge of the allocation of fundamental materials required from industries; the War Trade Board, which controlled the import and export policy of the United States; the Labor Policies Board had charge of the control labor recruiting, and the Exports Control Committee,



Courtesy of A - I S. C.

President Wilson and Mrs. Wilson arriving at Hog Island.

which determined the freight to be exported for the war, the best means of transportation to ports, etc. Close contact was maintained with the War, Navy, Justice, State, Treasury, Commerce and Labor Departments, and the Railroad Administration. In addition to this outside contact numerous "inside" committees and organization units were maintained.

PROTECTION OF SHIPS DURING WAR

Various methods for protecting American merchant ships during the war were adopted.

One of these was to equip the vessels with guns, "fore and aft," for battling submarines, and with depth bombs for subaqueous explosions.

Another was the use of the "otter gear," the presence and working of which were secretly guarded until after the war. This device was an English invention and was known as the "paravane" there, but in America it was called the "otter gear." The "paravane" was a torpedo-shaped steel structure (the resemblance of which to an otter gave it the name used here) which was attached to the ship's bow by cables so arranged that the "paravane" was drawn through the water at a constant distance from the ship's side and at such a depth that the towing cable, leading from the "paravane" to the stem (extreme forward end) of the ship, would catch the moving cables of the mines below the mines themselves. When this cable came in contact with a moving mine, the mine was dragged along the cable until it reached the "paravane" (or "otter"), the mooring was severed, the mine rose to the surface and was exploded by gun fire. The low percentage of marine losses through mines is unquestionably due to this protective device.

A third method was to deceive the enemy by means of camouflaging painting. The idea was to bewilder the enemy as to the movement of the ship and not so much to hide the ship, as is generally supposed, but to make it difficult for the submarine to know in what direction to send torpedoes. Numerous bold and striking designs, planned in the headquarters in Philadelphia, were in use. Some 150 camouleurs were utilized in this work. About 1,000 American vessels were given a "dress" of camouflage in variegated colors.

SHIP CONSTRUCTION IN AND AROUND PHILADELPHIA

Of the total number of ships on the active program of the Emergency Fleet Corporation approximately 20 per cent of the tonnage and 11 per cent of the ships were or are being constructed in and around Philadelphia, designated as the Delaware River District.

The total number is 317 ships with a deadweight tonnage of 2,633,381. Of this number 155 were built at contract yards and 162 at the so-called agency yards, namely, Hog Island and Bristol. The distribution, by yards, follows:

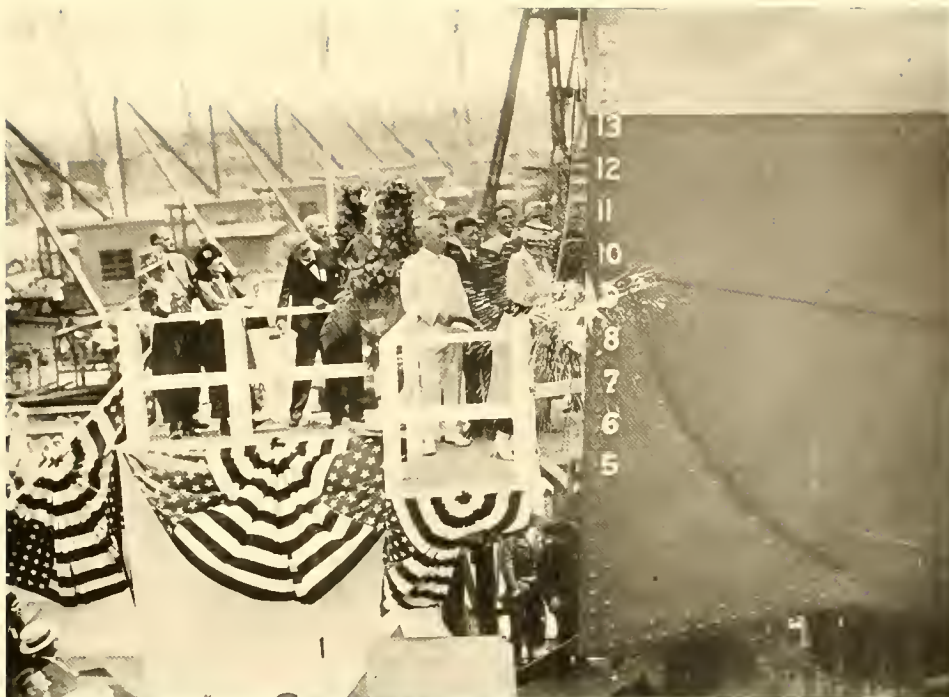
VESSELS CONSTRUCTED IN THE DELAWARE RIVER DISTRICT

Name of Builder	Number of Ships	Deadweight Tonnage
Wm. Cramp & Sons Ship and Engine Building Company (Philadelphia)	13	102,097
New York Shipbuilding Corporation (Camden)	38	393,995
Pusey & Jones (Gloucester)	20	191,500
Pusey & Jones (Wilmington)	11	58,400
American International Shipbuilding Corporation (Hog Island)	122	921,000
Merchant Shipbuilding Corporation (Bristol)	10	360,000
Merchant Shipbuilding Corporation (Chester)	28	250,179
Sun Shipbuilding Corporation (Chester)	18	199,100
Bethlehem Shipbuilding Corporation (Harlan Plant, Wilmington)	21	153,810
	317	2,633,381

Approximately \$600,000,000 was expended for ship construction in this District. There was also expended \$1,566,031 for transportation and \$16,283,762 for housing, and with the expenditures for salaries and office maintenance and supplies for the shipyards and Home Office of the Emergency Fleet Corporation the total amounted to nearly three-quarters of a billion dollars. In addition, Philadelphia also had the benefit of the money expended by shipyard workers and office employes of the Fleet and their families, many of whom came here for war work. Nearly 100,000 shipworkers were engaged, of whom 35,000 were at Hog Island. Probably 10,000 more were engaged in administrative work in the various shipyards.

The total number of ships delivered, by years, in the Delaware River District to June 30, 1921, follows:

Year	Number of Ships	Deadweight Tonnage
1917	1	10,230
1918	52	380,806
1919	135	1,105,925
1920	101	855,170
1921	11	116,900
TOTALS	309	2,529,381
To deliver . . .	8	101,000
Total to completion of program	317	2,633,381



Courtesy of A - I - S - C

Mrs. Wilson Christening the "Quistconck."

In addition to the above, eleven wooden ships of 23,000 deadweight tons were built in this District by the Traylor Shipbuilding Corporation, Cornwells, Pa., but under the jurisdiction of the North Atlantic District Office. The actual total for this vicinity is, therefore, 323 vessels.

HOG ISLAND

The largest shipyard in the world was built at Hog Island. This was generally referred to as the "eighth wonder of the world." The original program at this yard called for 180 fabricated ships, but this number was reduced to 122 of 921,000 deadweight tons after the armistice.

This yard arose Aladdin-like from an almost useless tract of marshy lowland, south of the city, and in less than a year was a gigantic, energetic industrial plant the like of which had never been known.

The contract for ships was signed September 13, 1917. Actual construction of the yard was started September 20, 1917. The first keel was laid February 12, 1918. The first ship, the *Quistconck*, was launched on August 5, 1918, in the presence of President Wilson, officials of the Shipping Board and the Emergency Fleet Corporation and more than 75,000 others. Mrs. Wilson was the sponsor of this vessel. The first ship (*Quistconck*) was delivered December 3, 1918, and thereafter ships were launched at the rate of one every $3\frac{3}{5}$ working days or $28\frac{1}{2}$ working hours, and delivered at the rate of one ship every $4\frac{1}{2}$ working days or 36 working hours.

Without going into details of the manner in which this tract of swamp land

was transformed into a vast industrial city, with its own public utilities, a few figures will be given to show its size and activity.

Area, 917 acres; length of water front, 2.25 miles; number of shipways, 50; number of outfitting piers, 7; length of railroad track, 32 miles; number of warehouses, 36; floor space of buildings, 103 acres; lumber used on plant, 150,000,000 B. M. F.; piles driven, 151,000; water chlorinated and filtered daily, 1,300,000 gallons; length of water piping, 29 miles; length of sewer and drains, 26 miles; length of electric wiring, 675 miles; length of telephone wiring, 3,000 miles; number of concerns who furnished supplies and materials, including ships and plant, 3,500.

The American International Shipbuilding Corporation bought the land and the Government furnished the buildings and plant. At the close of the construction program the Government exercised its option and purchased the land, thus coming into complete possession.

This yard was built under what appeared to be unsurmountable difficulties, during the excessively cold winter of 1917-18, when it was necessary to thaw the frozen ground with steam, use electric drills to prepare openings for the piles and do considerable blasting, all of which required a larger force of men and resultant greater expenditures in order not to impede progress. Probably no undertaking was ever pursued under more difficult or trying circumstances. The cost of the yard, approximately \$66,000,000, seemed excessive to people until they realized that it was about ten times the size of the average shipyard, and that the total cost, divided by ten, was a normal investment for an average plant of this kind.

Hog Island was just in full swing when the war ended, and 58 of the ships to be built were canceled, leaving a net program of 122 divided as follows:

110 cargo ships of 7,500 deadweight tons each
12 army transports of 3,000 deadweight tons each
122 Total

On May 30, 1919, this yard surprised the shipping world by launching five ships in 18 minutes and 10 seconds. On July 21, 1920, seven ships were launched within an hour and a half.

To build these ships required the driving of some 61,573,486 rivets and the erection of 356,018 tons of steel. The "master mind" responsible for this great achievement was Matthew C. Brush, President of the American International Shipbuilding Corporation. All of the ships received the highest rating of Lloyd's and the American Bureau of Shipping.

Up to January 21, 1921, the Hog Island ships, regarded as among the best built for the Government, had carried a total of 3,633,694 tons of cargo and had steamed 3,821,990 miles. The record of splendid performance has been maintained. The last ship was delivered January 22, 1921, and the plant was turned over to the Government on February 1, 1921, awaiting disposition. At present it is being utilized as a supply and ship concentration yard.

Hog Island was a marvel of industrial enterprise, and was designated by the Secretary of the War in 1920 as "one of the great monuments of the war." It is generally conceded that Hog Island played an important part in convincing Germany of the futility of its hopes of victory, and in that respect alone it was worth all it cost.

OTHER YARDS AROUND PHILADELPHIA

The second best record was by the Merchants Shipbuilding Corporation, at Bristol, with a record of forty vessels of 360,000 deadweight tons. This plant, with its model housing project, was built during the war.

The one with the next largest production was the New York Shipbuilding Corporation, with thirty-eight vessels of 393,995 deadweight tons, of which sixteen are the modern combination cargo-passenger ships now in process of completion.

ADMINISTRATION OF SHIPBUILDING PERSONNEL

In addition to the force of 335,000 workmen required in the yards for the Government's shipbuilding program, a large administrative force was needed to plan and supervise the work.

Starting with twenty-one employees in April of 1917, an office and field force was built up, and a month before the armistice a total of 3,273 men and women were engaged, divided about equally between the Home and District offices, including field forces.

When the Corporation began and expanded in Washington in 1917 the offices were housed in twenty-three buildings. Because of the great influx of war workers there and the crowded conditions, it was decided to remove the headquarters to Philadelphia. This was done the latter part of May, 1918. Within a few days, and scarcely without serious interruption to the work, the task of transporting the records and the families and household goods of the office employees was accomplished. Augmented by necessary additional employees engaged in Philadelphia, the Home Office force on June 1, 1918, consisted of 3,991 people. The main office building was the ten-story structure at the northwest corner of Broad and Cherry streets, consisting of approximately 275,000 square feet. This building had been erected as a display room and warehouse for a local automobile concern, but before occupancy all but the first floor display room was taken over by the Government and converted into a modern office building.

The nine-story building at 253 North Broad Street, and space in four other office buildings in Philadelphia, were later required to house all the employees of the Home Office, who numbered nearly 5,000.

The rapid expansion of shipbuilding required a constantly growing executive and supervisory force, which is indicated by the growth of the payroll for the Home and Field forces from \$35,751 annually in 1917 to \$11,597,569.03 at the time of the armistice.

ORGANIZATION

A fair idea of the numerous and complex activities connected with carrying out the vast shipbuilding program will be obtained by indicating the main organization units, or departments, among which the administrative work was divided, in the Home Office, as follows: General administration, financial, legal, contracts, plant protection, publication and information, requirements, supply and sales, planning and statistics, industrial relations, shipyard plants, cancellations, claims, transportation and housing, and steel, wood and concrete ship construction. A model organization was set up in the Home Office and this organization plan was followed in the districts, of which there were eleven. A special staff of experts

was engaged to plan the organization and methods and procedure, and all duplication and overlapping of authority was thereby avoided. In spite of the rapidity of its growth, the Corporation endeavored to function as efficiently as any long, well-established private business, and did so.

CONCLUSION

From the preceding account of the ship construction activities of the Emergency Fleet Corporation it will be evident that a two-fold purpose was accomplished: first, the building of ships for war purposes and later for the much desired merchant marine. The construction of the remaining twenty-four vessels constituting the program is nearing completion.

There has been considerable agitation, pro and con, as to the value of the Government's work as a shipbuilder, and no little criticism. Some of it undoubtedly was merited, but much of it was not, and it is extremely doubtful whether those who have been loudest in their criticism could have done as well in meeting the problems and requirements, had they been called upon, as those who were in charge. Like everything else, when the three years of intensive shipbuilding are considered in the retrospect, it is no difficult matter to point out weaknesses in methods which could now be improved. No one is in a better position to profit by this experience than the men who were directly concerned. However, details of procedure, refinements of accounting, closer inspection, etc., for which there was no time when lives were at stake, could be given minute attention if the work was done again, but at the time the cry of our nation and the Allies was for "ships, ships and more ships," and the echo was "give us ships at any cost," it was not only necessary but most vitally essential that all else be subordinated to the main purpose; namely, turning out ships at any cost and regardless of consequences or fear of criticism.

The construction work of the Emergency Fleet Corporation has been carried on in a business-like manner, despite the fact that it was a herculean task to engage in a practically new enterprise involving expenditures ten times greater than involved in the construction of the Panama Canal, and under most trying conditions due to shortage of materials, absence of experienced workers, congestion of transportation and necessary rush incident to war. It was a most remarkable achievement and the biggest constructive achievement of the war because, even if a large part of the expenditures is written off as war cost, the same as the money expended for training men and supplying unused munitions and materials, there is still a tangible asset in the form of an American Merchant Marine which is now an established fact and the advantages of which will again become evident when normal trade conditions are reestablished.

Due to the efforts of the United States Shipping Board, and its agency, the Emergency Fleet Corporation, America has reestablished herself as a maritime nation. The fleet of merchant vessels which she owns, with privately owned vessels under American registry, gives her a merchant marine of nearly 23,000,000 dead-weight tons. She is practically independent of foreign nations in shipping. These ships increased the percentage of the foreign trade carried in our own bottoms from 9.4 per cent in 1911 to 14.3 in 1920, and we are in a position to carry practically all of it, even with the increased trade which will come when foreign condi-

tions improve. New trade routes have been developed and new markets for our exports have been made available. Our foreign trade increased unexpectedly in 1920, and undoubtedly would have shown a greater increase for 1921 if business conditions had not slumped temporarily. The increased foreign trade meant greater prosperity for us. Our merchants were no longer at the mercy of foreign ship owners as regards rates, facilities, routes and markets. Greater employment was given to our own seamen. Pioneer work has been done to lighten the load and task of American ship operators who will eventually own the fleet. Many other benefits, direct and indirect, resulted and are yet to come.

The United States is now the largest single owner of merchant vessels in the world. The total tonnage under her flag is exceeded only slightly by Great Britain. From an unimportant place in maritime matters she has come into the greatest prominence and has attained the distinction which has not been hers since 1860.

The policy of this country in regard to shipping was provided for in the Merchant Marine Act of June, 1920. Under it the merchant marine is expected to be fostered and to grow so that we will be independent of foreign countries in shipping matters, as we are independent in other respects.

The shipbuilding record of the United States for war purposes has never been equalled, and probably never will be. The establishment of the American Merchant Marine, which followed, will lead to untold benefits to this country and its people.

WORK OF THE CRAMP SHIPYARD DURING THE WAR

BY FRANCIS L. CRAMP

The Cramp Shipyard as it existed at the beginning of the World War in 1911 was the result of the growth begun by William Cramp in 1830, and it is now and for many years has been the oldest shipyard in continuous existence in America.

The Cramp Company was incorporated in 1872 as the William Cramp and Sons Ship & Engine Building Company and in its present form it represents the combination of a number of industries in a single organization.

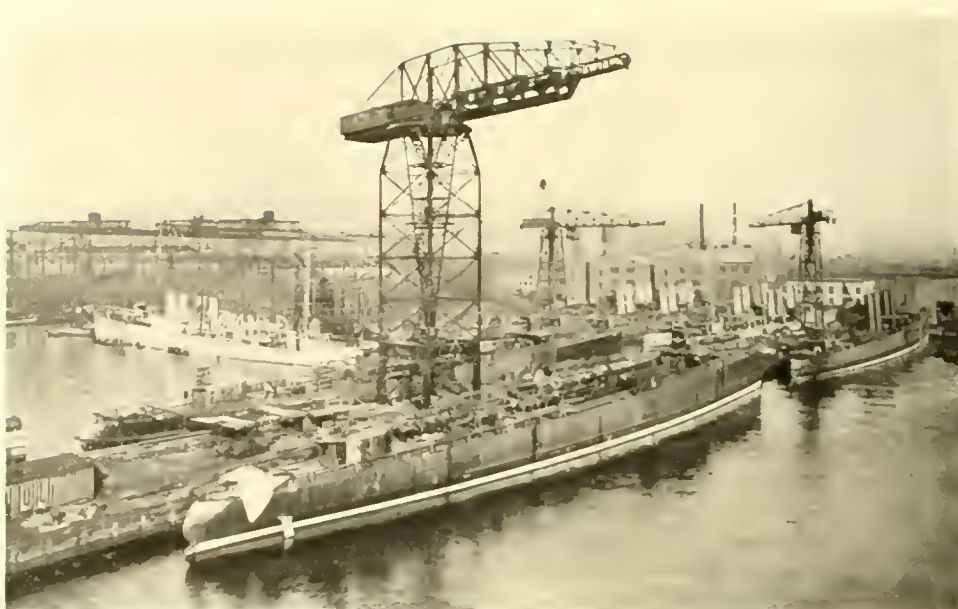
THE SHIPYARD AT THE BEGINNING OF THE WORLD WAR

At the outbreak of the war in August, 1911, shipbuilding in the United States had diminished to small proportions. The Cramp Company employed in all departments during the summer of 1911 a total of about 1,600 men, a figure which gradually decreased until the low ebb of 2,506 was reached in March, 1915.

In the early summer of 1915, however, a complete change took place in the shipbuilding situation and great activity became manifest in all the shipyards along the Atlantic coast. A heavy demand developed for the construction of cargo-carrying vessels which continued to increase at a rapid rate.

The growing effects of the World War on American shipping were so far reaching that by the summer of 1917 the industry had attained a position of prominence such as a few years before would have been thought impossible. The loss of ships by submarines and the heavy demands of the war had filled practically all of the American shipyards to capacity, and the demands exceeded the available facilities.

The Cramp Company had under construction at the time of our entrance into the war two torpedo boat destroyers, the *Conner* and *Stockton*, for the United



Mine Destroyers in Fitting-out Docks.

States Navy, and a number of tankers and freight and passenger vessels for commercial interests.

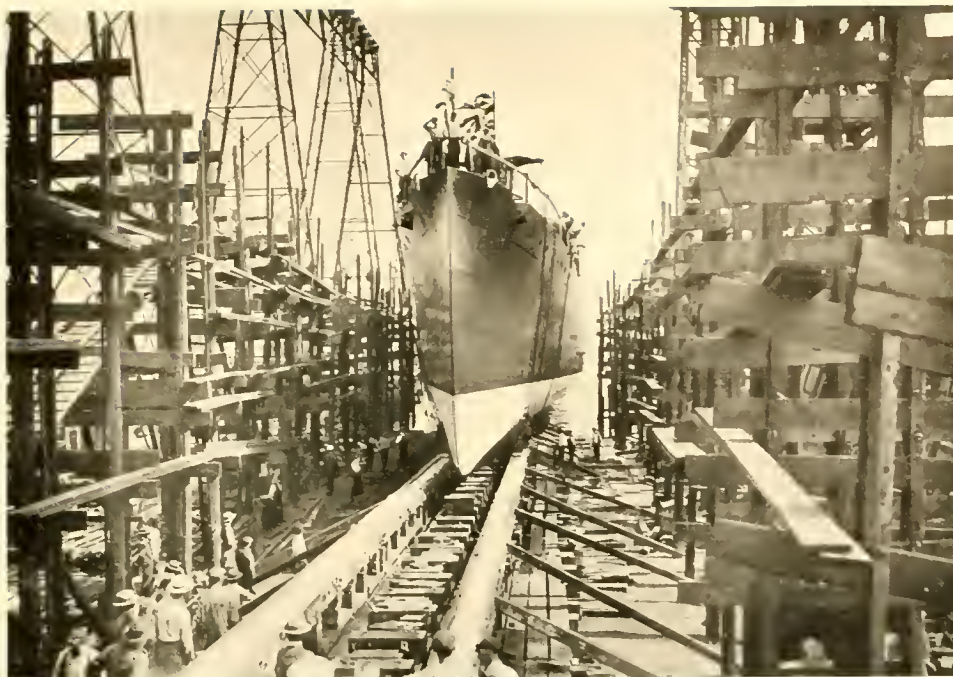
THE WAR PROGRAM OF THE CRAMP YARD

One of the most vital requirements of the Navy at this time was the rapid increase in its flotilla of torpedo boat destroyers for the protection of transports and shipping against the submarine menace. The Cramp Company offered its services to the Government, and 70 per cent of the full capacity of the yard was immediately assigned to construction for our Navy, and this capacity was increased to 95 per cent during the war. The eight building slips were rearranged so that as many as thirteen destroyers could be under construction simultaneously. In addition to the two destroyers then under way, the Navy Department placed with the Cramp Company contracts for forty-six destroyers and five scout cruisers, the destroyers being given precedence on account of their vital importance.

The commercial contracts which the Company had were all commandeered by the United States Shipping Board Emergency Fleet Corporation in August, 1917, so that from that date all of the Company's shipbuilding facilities were devoted to work for the Government.

The following statement shows the result of operations from the outbreak of the war, July, 1914, to April 6, 1917:

	Keels laid	Launched	Delivered
Destroyers	5	6	6
Freights and passenger and transports	6	1	1
Oil tankers	5	3	3
Freighters	3	3	2
Car ferries	1	2	2
Yacht	1	1	1
Dump barges Panama Canal	3	3	3
TOTAL	24	22	21



Launching of U. S. S. "Burney," September 5, 1918.

The following statement shows the result of operations from April 6, 1917, the date of America's entrance into the war, to December 31, 1919:

	Keels laid	Launched	Delivered
Torpedo boat destroyers	16	37	31
Freighters	2	1	2
Transports	2	6	6
Oil tankers	1	5	4
TOTAL	51	49	43

As a contrast to the low ebb in number of employes in March, 1915, namely, 2,506 men, may be noted the peak of employes, namely, 10,982 in August, 1919. To the latter figure there should be added 1,100 employes at the plant of the De La Vergne Machine Company in New York and 350 at the Federal Steel Foundry Company in Chester.

TYPE OF UNITED STATES DESTROYERS INCLUDED IN WAR PROGRAM

The type of destroyer built at the Cramp Yard is of 1,100 tons displacement and the contract speed calls for 35 knots. Destroyer No. 155, U. S. S. *Cole*, maintained a speed of 11.1 knots between 11 Fathom Bank and Brandywine Shoals Light, making the distance of 1.3 nautical miles in 7 minutes $\frac{2}{3}$ second. All the Cramp destroyers have developed on trial a speed of over 36 knots.

TRANSPORTS AND CARGO VESSELS

In addition to the production of destroyers, this shipyard contributed during the war a number of transports and cargo vessels that have made most enviable

records for reliability of service and satisfactory performance in transporting troops and supplies to Europe during the war. Among these were the *Siboney*, *Orizaba*, *Santa Luisa*, *Santa Teresa*, *Santa Malta*, *Santa Ana*, *Santa Olivia*, *Santa Rosa*, *Santa Paula* and two vessels built just prior to the war, the *Great Northern* and the *Northern Pacific*. The two last named were acquired by the United States Government and fitted out as troop transports. Their service was so remarkable that special reference to them is made. They were originally built to run from Astoria to San Francisco in order to complete the carrying of passengers from New York to San Francisco via the Great Northern Route. The machinery is direct turbine drive of the Parsons' type with an installation of water tube boilers using oil fuel. Their contract speed was 23 knots with $\frac{5}{6}$ of the boilers in operation. They are 500 feet in length and accommodated 580 passengers. At no time in the history of marine architecture have sea-going passenger vessels of equal length approached the speed of the *Great Northern* and *Northern Pacific*. Other transatlantic vessels from 200 to 300 feet greater in length have done no better.

It is of interest to quote as part of the war record of the shipyard a résumé of the *Great Northern's* performances, as illustrative of the way by which Cramp's ships



U. S. S. "Cole," on trial at sea, maintaining a speed of 41.1 Knots between 14-Fathom Bank and Brandywine Shoals Light.

maintained the traditions of the Company. "It made twenty trips through the war zone in war time, completed 72,000 miles in ten months, and established the world's record round trip to Europe—12 days, 1 hour, 35 minutes.

"It beat the *Leviathan* by three hours in a 3,200-mile race from Brest to Ambrose Channel on the homeward leg of the eighth trip.

"It stands number one in the transport service, having landed more American troops per day, per 1,000 tons, than any other troopship.

"It completed the tenth round trip, November 18th, and landed about 30,000 troops in France during eight months' period ending November 11, 1918."

In addition to these, many other Cramp built vessels were utilized by the Allies during the war. The steamers *Massachusetts* and *Bunker Hill*, built for the trade between New York and Boston, were successfully used in mine-laying in the North Sea. The *St. Louis*, *Kroonland*, *Finland* and *Mohawk* were among the transports, while the *Havana* and *Saratoga*, built for the Ward Line, were transformed into the hospital ships *Comfort* and *Mercy*.

Another vessel designed and built here became famous from the manner of her

“taking off” and is noted as the “Mystery Ship.” This was the collier *Cyclops*, concerning whose end no tidings have ever been received.

The manner in which these vessels served the needs of the Government can be best judged from the reports of those in command, similar in tone to the one quoted concerning the *Great Northern*. It should be noted that the *Leviathan* and the *Great Northern* and *Northern Pacific* made their trips in company, the latter two ships being the only ones in service as transports that could maintain or exceed the speed of the tremendous and powerful *Leviathan*.

THE WORK OF THE KENSINGTON SHIPYARD DEPARTMENT

One of the imperative needs of the Government was the fitting of merchant vessels with guns, gun foundations, mine-sweeping apparatus and accommodations for the armed guard operating the guns. The large amount of work of this nature which had to be done in the early stages placed the Kensington repair yard and drydock on a plane of the greatest importance, and it was essential that its facilities should be utilized to their fullest extent. The record given below shows the scope of the work for two years, from April 6, 1917, to April 6, 1919:

Vessels in drydock	181
Vessels on railways.	285
Vessels fitted with mine-sweeping devices.	12
Vessels fitted with guns, foundations and magazines for navy equipment	30
Vessels repaired for the United States Shipping Board, Naval Overseas Transportation Service and United States Quartermaster's Department	162
Commercial vessels repaired.	100

PROPELLER WHEELS

This Company having contracted with the Navy Department for the construction of forty-six destroyers, it became necessary to provide a large number of propeller wheels. These are made of manganese bronze and so designed as to transmit the force of the propelling machinery through two wheels for each vessel, the total shaft horsepower of the installation being about 28,000. As the propellers are driven at high speed, it is necessary that they should be accurately machined and balanced in order to run at the required revolutions without setting up vibrations. Eight special machines for finishing these propellers were developed and built by the Cramp Company. An entire bay of one of the machine shops was devoted to machining and finishing, in order that the manufacture of propellers could be completed as rapidly as the ships were being built. Having successfully provided this special equipment for our own requirements, other shipbuilders under contract with the Government for destroyers and miscellaneous vessels arranged with us to manufacture and machine the propellers for them. So far as known, no undertaking of the nature and magnitude engaged solely in the manufacture of propeller wheels, from the design and casting to the finished article, has ever been accomplished except at this yard. The wheels approximated 1,000 in number. It is enough, perhaps, to state that they were successfully made and in no instance was a vessel held up through delay at Cramp's in supplying its wheels.

PETTY'S ISLAND

One of the most serious restrictions affecting the work of the shipyard, due to lack of space, was insufficient storage capacity for material. To meet this difficulty, the property on Petty's Island, directly opposite the shipyard, which had been acquired just previous to the war, was utilized for a large storage yard.

LABOR AND MATERIAL

The history of the rise in price of labor and material due to war conditions is so well known that it is needless to refer to the matter in detail, except to note that in the three years from 1916 to 1919 labor had advanced some 173 per cent on an average and material about 150 per cent. This, of course, made the cost of the finished product greater than has ever been known in the history of this country. Through the system adopted by the Navy Department in allocating the production of steel structural materials to the various mills throughout the country, such material was supplied to us without any embarrassing delay.

INSPECTION

In addition to our own force of inspectors, all Government work was done under the supervision of its inspectors both in hull and machinery, and where the vessels were built for the Merchant Marine they were under the inspection of the classification societies.

The cooperation and assistance of the naval representatives assigned to this yard during the war contributed measurably to the success and rapidity with which the work was carried on.

THE MERCHANT SHIPBUILDING CORPORATION

By J. H. LOUGHRAN, Manager of Publicity

Repeating its history during the last three score years, the Chester Yard of the Merchant Shipbuilding Corporation played an important part in the World War. The history of this yard, situated on the Delaware River, a few miles below Philadelphia, within a stone's throw of where William Penn first landed in Pennsylvania, has invariably borne a markedly close relationship to the American Navy and Merchant Marine.

With keen patriotic foresight W. A. Harriman, a young genius in railroading and kindred pursuits, bought the Chester Yard a few weeks before the declaration of war on Germany by Congress. His ambition to be of service to his country in this crisis was marked by the production of many ships, including not only merchantmen, which were so urgently needed, but four mine-sweepers for the Navy.

The Chester Yard was built in 1859 by Reaney, Son & Archbold, and operated by them until 1871, when John Roach, the "Pioneer in American Iron Shipbuilding," purchased it at a receiver's sale. These interests operated the yard until the death of Mr. Roach's son, John B. Roach, in 1907. The yard was idle until it was purchased from the Roach heirs in 1915 by Charles P. M. Jack, a marine engineer of New York City, who in turn sold it to the Harriman interests.

During the Reaney régime several war craft were built for the Navy. Mr. Roach in his time built ten vessels for Uncle Sam, and during the World War the

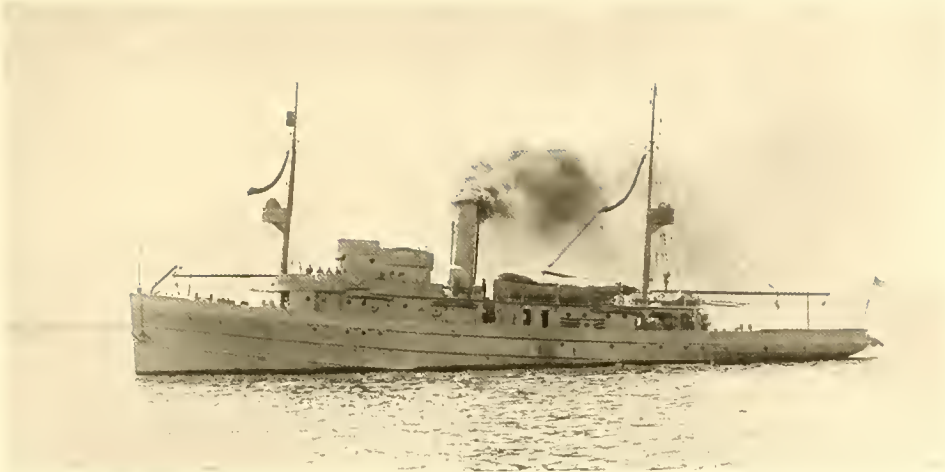


Photo by J. E. Green, Chester, Pa.

One of the Four Mine Sweepers built by the Merchant Shipbuilding Corporation.

historic shipyard delivered the mine-sweepers *Turkey*, *Woodcock*, *Quail* and *Partridge*.

Thirty 9,000 D. W. T. tankers and freighters, four mine-sweepers, and two 10,500-ton cargo-passenger vessels have been built at the Chester Yard since

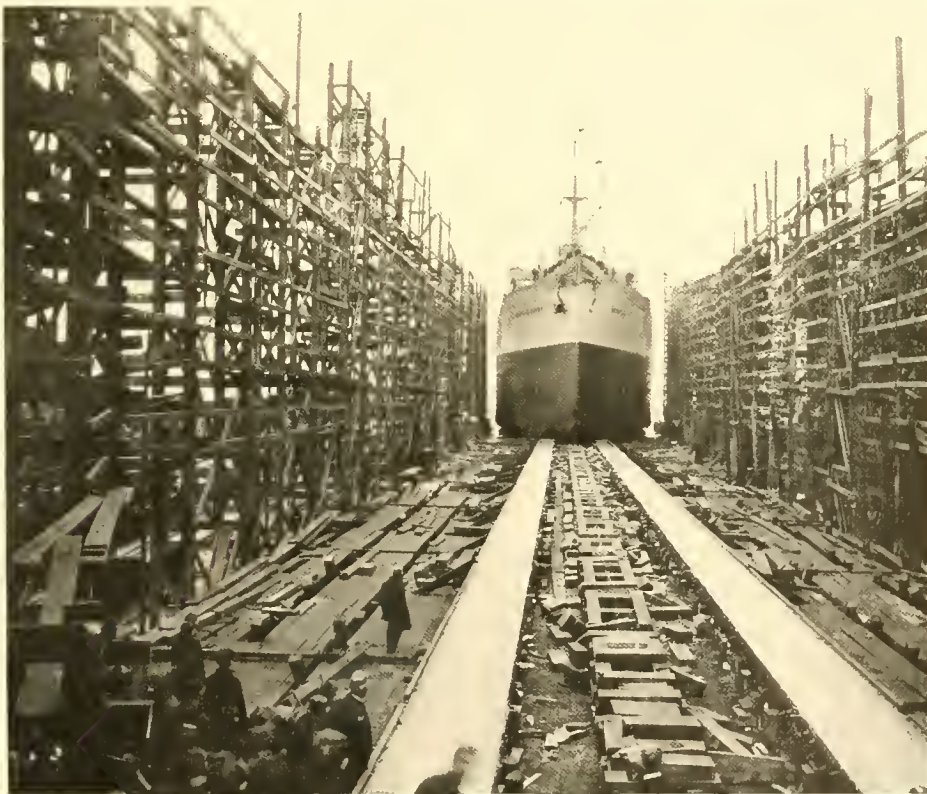


Photo by J. E. Green, Chester, Pa.

Another Ship for Uncle Sam.

1915, under the present management, operating seven ways, and delivered to the Shipping Board. Two 10,000-ton tankers, two 11,000-ton cargo-passenger ships and one fire-boat were under construction at this time, September, 1921, for private contract.

The Harriman Yard at Bristol, Pa., was built by the Emergency Fleet Corporation on a tract of 260 acres owned by the Merchant Company and operated by that company as agent. Mr. Harriman revealed his inherited genius for organization in the Harriman project, inasmuch as the shipyard had to be erected before ships could be built; and before the shipyard could be operated a town sufficiently large to house 3,000 men and their families—the equivalent of a population of 15,000—had to be created. This town, said to be the largest town site financed by the Emergency Fleet Corporation, contained a post-office, hotel, hospital, 206 group houses, 26 single houses, 25 duplex houses, and 212 apartment houses, besides a large number of boarding houses, bachelor quarters, etc.

The Harriman Yard, which was the farthest of any of the shipyards up the Delaware River, delivered to the Shipping Board forty 3,300 D. T. standardized fabricated steel freighters designed by the Chester Yard organization and equipped with Westinghouse 3,000 horse-power turbines, together with three Babcock & Wilcox oil burning boilers.

	No.	Name	Type	Launched	Delivered
1	338	Malmanger	Tanker	8-26-16	2-10-17
2	339	Gokaa	Tanker	11-25-16	6-29-17
3	340	Sudbury	Freighter	9-29-17	3-5-18
4	341	Overbrook	Tanker	11-17-17	4-26-18
5	342	Avondale	Tanker	3-16-18	6-1-18
6	343	Phoenix	Tanker	5-31-18	9-5-18
7	344	Silverbrook	Tanker	12-5-18	5-25-19
8	345	Burnwell	Tanker	2-18-19	8-18-19
9	346	Arburn	Freighter	10-25-18	12-31-18
10	347	Mystic	Freighter	1-1-19	4-18-19
11	348	Ipswich	Freighter	1-25-19	7-8-19
12	349	Iceland	Freighter	7-29-19	11-3-19
13	350	Hisko	Tanker	4-21-17	12-6-17
14	351	Summerleaf	Freighter	1-16-20	3-29-20
15	352	Lockport	Freighter	5-24-19	9-28-19
16	353	Terre Haute	Freighter	8-23-19	11-21-19
17	356	Texarkana	Freighter	6-27-19	10-11-19
18	357	Lansdowne	Freighter	9-24-19	11-22-19
19	358	John Boach	Freighter	10-28-19	12-23-19
20	359	Ancross	Freighter	11-28-19	12-30-19
21	360	Wm. H. Webb	Freighter	12-26-19	2-4-20
22	361	Donald McKay	Freighter	2-21-20	3-29-20
23	362	Greenland	Freighter	3-18-20	4-20-20
24	363	Henry Steers	Freighter	4-5-20	5-3-20
25	365	Loretta	Freighter	5-27-20	6-19-20
26	366	Chester Kiwanis	Freighter	7-2-20	7-21-20
27	367	John Engels	Freighter	7-21-20	8-17-20
28	368	John Stevens	Freighter	8-28-20	9-20-20
29	369	George E. Weed	Freighter	9-30-20	10-30-20
30	370	George Pierce	Freighter	11-9-20	12-31-20
31	13	U. S. S. Turkey	Mine-Sweeper	4-30-18	12-13-18
32	14	U. S. S. Woodcock	Mine-Sweeper	5-12-18	2-19-19

	<i>No.</i>	<i>Name</i>	<i>Type</i>	<i>Launched</i>	<i>Delivered</i>
33	15	U. S. S. Quail	Mine-Sweeper	10-6-18	4-29-19
34	16	U. S. S. Partridge	Mine-Sweeper	10-15-18	6-17-19
35	380	Mt. Carroll	Cargo-Passenger	1-10-21	3-5-21
36	379	Mt. Clinton	Cargo-Passenger	2-8-21	2-8-21
37	381	Puente	Oil Tanker	1-23-21	6-14-21
38	382	Playa	Oil Tanker	6-4-21	
39	383	Robert E. Hopkins	Oil Tanker	3-6-21	
40	384	Samuel O. Brown	Oil Tanker		
41	385		Cargo-Passenger		
42	386		Cargo-Passenger		
43	387		Fire-Boat		

NEW YORK SHIPBUILDING CORPORATION

Spectacular and efficient as were the yards built by the Government to meet the war-time emergency for ships—and none of these yards was more conspicuous in accomplishment than the Hog Island plant below Philadelphia—the main brunt of the huge task in building America's bridge of ships fell upon the old line yards with their plants already developed, their corps of workers already enrolled and their reputation for the construction of ships already established. Conspicuous among these plants is that of the New York Shipbuilding Corporation, which now spreads for a mile along the Delaware River in South Camden, and Gloucester, N. J.

Starting at the beginning of the twentieth century, when the idea of large scale production and efficient operation through labor-saving machinery was first beginning to develop, this plant had taken an important part in the construction of such deep-sea merchant tonnage and of warships for the Navy as were built in the first fifteen years of the century. In 1916 the original company was bought out by new interests, which formed the New York Shipbuilding Corporation and started immediately upon a program of expansion. This was hardly under way when the United States entered the war, and all vessels on the ways in American shipyards were commandeered by the newly created Emergency Fleet Corporation.

Some measure of the task involved will be seen from the following brief record: In October, 1917, the Navy Department ordered ten destroyers; three months later it ordered an additional twenty destroyers of a slightly larger type, and authorized the company to construct on its own property a complete destroyer-building unit of six covered ways, four open ways and appurtenance shops. At about the same time the Emergency Fleet Corporation ordered three troop-ships of the 535-foot type, seven troop-ships of the 522-foot type, and then an additional six ships of the 535-foot type, and authorized the construction of a plant which is virtually a good-sized yard in itself, consisting of four open ways (103 feet broad by 750 feet long) and complete shop facilities.

Illustrative of the speed with which ship construction was maintained, despite the inevitable dispersion of energy and the confusion occasioned by the plant expansion, is the record of the collier *Tuckahoe*, 5,500 DWT, which was completed thirty-seven days after the laying of her keel, and on the fortieth day was carrying coal between Atlantic Coast ports.

The production record of New York Shipbuilding Corporation for 1917 and 1918, the years of our active participation in the war, totalled twenty merchant



Copyright by N. Y. Shipbuilding Corp.

Eleven destroyers in one of the wet docks at the Camden plant.

ships of 175,965 DWT, and the U. S. Army Mine Planter *General Wm. N. Graham*. The list included seven tankers of 73,231 DWT, ten colliers of 31,227 tons, and three freighters of 16,507 tons, and these were the types of ships which the world was crying for to fuel the Navy overseas and to transport the essential supplies to the Allies.

Added to the tasks of plant expansion and ship production, New York Shipbuilding Corporation was confronted with the very serious problem of finding housing for its constantly increasing staff. To meet this problem the Emergency Fleet Corporation authorized the Company to put through an extensive housing project, embracing what were known as Morgan Village and Yorkship Village, with a total of 1,600 homes within easy walking distance of the yard. Morgan Village, the smaller part of this development, consists of 200 brick houses built wherever vacant lots could be obtained along the streets back of the plant. They are unpretentious in design, but are well built and comfortable, and were quickly erected. Yorkship Village, which has since been renamed Fairview, was designed to provide something more than mere living accommodations—modern homes in permanently attractive surroundings. A 250-acre farm within the city limits of Camden was bought and developed into a self-contained "garden city."

The architect entrusted with the project, designed a pleasing variety of brick, frame, and stucco house from a basic colonial design to form a village of 1,336 houses, 56 apartments and a dozen stores. The ground plan of the village comprises a central square, from which a long rectangular common and broad avenues radiate with smaller squares and ovals between them. Sites were reserved for churches, and the municipal authorities cooperated by building a school and a fire house. The

water system is connected with the artesian wells at Camden, and the sewerage, built separately with its own disposal plant, has been joined with the city's.

At the same time that the executives of New York Shipbuilding Corporation were engrossed with their direct contribution to the bridge of ships, and with the plant construction to increase their outputs, they were called upon to assist in the preliminary plans for the Government's production of fabricated ships at Hog Island; and it can safely be said that American International Corporation undertook the construction and operation of Hog Island, the most stupendous undertaking in the history of shipbuilding, largely because the Corporation had available the skill and experience of so competent a corps of shipbuilders as compose the staff of New York Shipbuilding Corporation.

The need for troop-ships having suddenly ended with the signing of the armistice, the Shipping Board decided to complete these vessels as combination passenger and cargo liners, worthy, in their fittings and provisions for the comfort and pleasure of their passengers, and of the highest ambitions that the new American merchant marine enjoyed. Thus with sixteen of these vessels under construction, New York Shipbuilding Corporation was given over night the greatest order for specialized passenger ship production within the history of shipbuilding. Despite the inevitable delays incident to the conversion of these transports into luxurious passenger liners, and the many changes ordered during the course of their completion, New York Ship by August 1, 1921, had delivered all seven of the 522-foot class and four of the nine 535-foot class.

The signing of the armistice within such a few months after the Emergency Fleet Corporation got its shipbuilding program under way, found New York Shipbuilding Corporation coming into the full swing of its increased productive capacity. The best index as to how the plant grew in answer to the demands put upon it by the Government is in the personnel figures at the yard. At the beginning of 1917 this force consisted of 4,500 men, by the end of that year the number had grown to 7,500, by the end of 1918 it had increased to 12,000, the year 1919 closed with more than 17,500 men employed, and with the end of 1920 the peak of nearly 20,000 was reached. The reason for this continued increase in personnel after the armistice was largely the immense work involved in completing the troop-ships as passenger liners.

The physical plant of the Corporation, in the mean time, increased almost threefold, the number of shipbuilding ways having been enlarged to a capacity of twenty-eight vessels, and the shop facilities and outfitting basins having been correspondingly expanded.

Thus New York Shipbuilding Corporation now stands as the largest of its kind in the Western Hemisphere, and equal to the largest establishments of the Old World.

THE SUN SHIPBUILDING COMPANY

BY WILLIAM G. DANIELS, Publicity Manager

Looking backward but five short years, we see the uninviting Delaware River frontage of one-half mile extending eastward to the Ridley Creek, a haven for mosquitoes, greenhead flies and frogs— with reed birds in season.

Development was a stupendous task, due largely to the impending strife when, on August 11, 1946, it was apparent that the United States of America would



A Partial View of the Sun Shipbuilding Company's Plant.

be drawn into the world's greatest conflict. Man-power was at a premium; the youth of America, drawn into the vortex to such extent that industries, which developed overnight, were affected by dearth of available men.

Necessity brought ideas, and emergency pointed to a solution for, in due time, shipbuilding was under way with hundreds of workers who had lacked experience but in view of the spirit of it all, were soon studiously and energetically turning out steamships which became factors on the seas, and ultimately merged into the composite whole which made possible the turning of the tide of events and the emancipation of the world from autocratic rule.

Five shipways of concrete were erected on piling of concrete and capable of building ships up to 550 feet in length thereon.

Available for use, almost at the first stages of construction, was the powerhouse, in which structure, at that time, were but four air-compressors, capable of producing 10,000 cubic feet of compressed air per minute, whereas, shortly after the plant was well under way, war-time needs compelled an addition to the original structure and five air-compressors, each of 5,000 cubic feet capacity, were installed, thus augmenting the original power by 250 per cent.

In the power plant, hydraulic energy was created to the extent of 1,500 pounds to the square inch by means of an accumulator, operated under 225 tons pressure. All of the air-driven and hydraulic machinery throughout the plant was derived from this power plant. The capacity of the power plant was 8,500 kilowatts.

FABRICATING PLANT: The fabricating plant, a structure of steel 160 feet in width by 600 feet in length, comprised the laying-out department, the fabricating plant, proper, the heavy blacksmith and anglesmith shops, the great bending floor, with cranes and mono-rail system to provide expeditious handling of steel in process, from the points of entry to the inland end of the shipways.

BOILER SHOP: The boiler shop, 160 feet by 400 feet, including blacksmith and sheet metal shop. The boiler shop made a record unmatched in a building of like dimensions and equipment, exceeding its estimated production over 200 per cent in a given year.

OTHER SHOPS: The pipe and copper shops, each in their sphere, rigging department, electrical shop and installation departments, situated at the head of the fitting-out dock so as to expedite the work incidental to outfitting the ships when in the wet basins adjacent thereto.

WET BASINS: During the period of emergency there were two wet basins at the Sun Shipbuilding Company's plant, the original one being at the eastern end of the area set aside for them. Basin No. 1 is 600 feet long.

Wet basin No. 2 has an inland depth of 500 feet from the river front and a width of 250 feet.

Wet basin No. 3, of recent construction and greater area, is 960 feet in length with a width at the river end of 385 feet for a distance inland of 500 feet; thence at right angles to an inland depth of 160 feet for a width of 250 feet. It is of an average depth of 10 feet.

CRANES: Alongside of Wet Basin No. 1 a Hammerhead crane is located. This mechanical appliance is 100 feet from the ground (to extreme top 137 feet), with a boom 120 feet long with a range of lifts to 120 tons. At a point 60 feet from the fulcrum 120 tons may be lifted.

LUMBER YARD AND MILL: During the period of emergency, on an area of five and one-half acres, seasoned lumber was stored, mainly for construction of the staging around and about the shipways and for temporary structures elsewhere.

The lumber mill was capable of handling everything needed in its particular line, as also the joiner shop wherein woods of sundry classes were stored ready cut, painted and varnished for installation in cabin furnishings and fittings, or ship's furniture, etc.

PAINT SHOP: The paint shop was the center of the directing energies of its foreman with 300 to 400 men, in the many branches of their work.

STORE ROOM: The structure, substantially built of steel and concrete, was 200 feet by 100 feet, with a mezzanine floor extending around the four walls. This building had stored within entire outfits for all the vessels built at this yard. Outfitting of vessels was done with thoroughness and dispatch.

PIPE FIELD: Adjacent to the storeroom and contiguous to the pipe shop, an enclosed area of about one acre was given over entirely to the storage of sundry classes and sizes of pipe, standard and wrought iron, steel and steam, and other grades.

WETHERILL PLANT: A great factor in attaining and maintaining the Ship-building Company's status and invaluable to complete operations, ship and engine building, foundry work and repairs, engine boilers, etc., for sundry types of steel steamships, cargo, passenger ships and bulk-oil tankers was the Wetherill plant, with a prestige earned after sixty years of business and unlimited facilities for construction work, engines, shafts or duplicate parts, propeller blades, or any internal mechanism.

Summary of the steel ships built. Below is appended a list taken from the books of the company:

CONT. NO.	NAME	CONT. NO.	NAME
1	<i>S. S. Chester Sun</i>	10	<i>S. S. Sol Navis</i>
2	<i>S. S. Sabine Sun</i>	11	<i>S. S. Hanover</i>
3	<i>S. S. Radnor</i>	12	<i>S. S. Dryden</i>
4	<i>S. S. Lancaster</i>	13	<i>S. S. B. Hunt</i>
5	<i>S. S. South Bend</i>	14	<i>S. S. Geo. H. Jones</i>
6	<i>S. S. Marica</i>	15	<i>S. S. Conshohocken</i>
7	<i>S. S. Neponset</i>	16	<i>S. S. Cajacel</i>
8	<i>S. S. Deerfield</i>	17	<i>S. S. Sunbeam</i>
9	<i>S. S. Edellyn</i>	18	<i>S. S. Sunshine</i>
And three Mine-Sweepers			
22	<i>S. S. Widgeon</i>	24	<i>S. S. Brant</i>
23	<i>S. S. Teal</i>		



The "Darani" — One of the Wooden Ships.

TRAYLOR IN THE WAR

G. B. LIVINGOOD*

The Traylor Engineering & Manufacturing Company, of Allentown, Pa., and Cornwells, Pa., was in the forefront of the many patriotic American corporations to offer its facilities in entirety, to bring the devastating World War to a successful conclusion.

The first expression of service thus offered was its entry into a contract with the British Government, in January, 1915, for supplying 1,000,000 3.29-inch eighteen-pounder, high explosive shells.

The energy with which the work was prosecuted may be appreciated when it is noted that within forty-five days from the signing of the contract the first shell was finished, and production thereafter was on such a scale that shipment was completed three days ahead of the stipulated contract time of thirteen months.

This remarkable showing, on the part of a shop not originally organized for work of this sort, brought insistent demands for other sizes of shells, notable among the orders for which were 100,000 4-inch British Admiralty high explosive shells, and 60,000 5-inch British high explosive shells, not to mention numerous items of army, navy, target and test shells for the United States Government.

Four contracts, aggregating forty-seven, 1,100 horse-power, vertical, triple expansion marine engines were awarded to the Allentown plant. Work was started September, 1917, with a stipulated delivery of two engines per month, to start March, 1918. In January, 1918, the first engine was shipped, and it was also the first completed by any of the many manufacturers in the United States having similar contracts. After the first shipment delivery was made at the rate of three per month until completion of the contracts.

Simultaneously, in other departments of the plant, there were built complete,

* Assistant Sales Manager, Traylor Engineering & Manufacturing Company.

fifty 500 horse-power horizontal water-tube boilers, to be used in conjunction with the above-mentioned marine engines, two with each engine. Award of the contract to the Traylor Company was made in September, 1917. Delivery was started in December, at the rate of three per month, later increased to six per month, the contract being completed at the same time as the last of those for engines.

In addition to building engines on its own contracts, the company supplied many engine parts such as cylinders, crankshafts and difficult small parts to other contractors engaged in the same work, such parts aggregating perhaps 25 per cent of the completed work built on its own account.

Also, during the building of the boilers, the company furnished forged steel plugs and dogs for closing the clean-out holes of the boiler tubes, to the number of 232,000, being the quantity required for fitting one-half, or 350 including its own, of the total number of boilers of this size purchased by the Emergency Fleet Corporation. These plugs and dogs were shipped to different parts of the United States with the exception, of course, of those required for the company's own boilers.

It might be supposed that with the contracts enumerated the plant was continually filled to capacity, but such was not the case, and although it was always in those days difficult to secure a sufficiency of labor and materials, the plant somehow found time to do a little work for other Government departments.

Thus, during a part of the period noted, there were finished 3,000,000 of 1-inch shell lifting plugs for the Army. During another, motor truck manufacturers were hard pressed and called on the company for thousands of small parts. Again, there was manufactured a large number of air-drying units and parts thereof for the United States Explosive Plant at Nitro, W. Va.

In addition, there were, literally, hundreds of other orders, each a mere dribble it is true, but aggregating a large tonnage, for parts of equipment for some war activity. Necessarily, particular mention of these must here be omitted, but one further contract, almost the last, is worthy of notice.

In the last Allied offensive of the war, the troops were handicapped by the absence of roads, and it was determined at American headquarters that suitable ones must be built forthwith. This demanded the employment of stone crushing machinery, and the service dictated the use of portable equipment.

A survey of the American market by the Army engineers, speedily demonstrated that only the Traylor Company possessed the combination of experience in the manufacture of such crushing machinery and proper appreciation of the importance of war-time production.

Accordingly, in mid-October, 1918, a contract was awarded the company for eight 11-inch portable gyratory crushers fitted with elevators.

The conditions of the contract made delivery in sixty days imperative, in order that shipment abroad might be made by New Year's Day. The fact that the work was completed by December, 10, 1918, is ample evidence that the confidence of the engineers was not misplaced. The crushers were of a new and improved design upon which the Traylor Company had been working for some

time before, and were thus the first to be used of the now world-famous Traylor Bulldog gyratory crusher.

The Traylor Shipbuilding Corporation was formed in 1917 as a subsidiary of the Traylor Engineering & Manufacturing Company, for the purpose of building ships for the United States Shipping Board, Emergency Fleet Corporation.

A site was acquired at Cornwells, Pa., in April, 1917, and by energetic prosecution of the work of converting an industrial plant into a shipyard, it was possible to lay the first keel less than five months later, and to launch the first ship in a little less than nine months thereafter, in the face of heartbreaking delays in the delivery of machinery and construction material.

The contract was for ten 3,500 ton Ferris design wood cargo-carrying steamships to be built and completely fitted by the Traylor Shipbuilding Corporation. Delivery to the Government was started in September, 1918, and completed in June, 1919, at the rate of one ship every thirty days.

The statistically inclined reader will enjoy a few figures, expressing in some measure the vast quantities of material consumed in the company's various war activities.

The building of the ships required nearly twenty millions of feet of timber, or a sufficient quantity to cover with 2-inch planking, the right of way of the Pennsylvania Railroad between New York and Philadelphia.

The boiler tubes, if laid in line, would form a speaking tube from the Bronx to the Battery, New York City, and the sheet steel in the boilers would cover an acre of ground with a $\frac{5}{8}$ -inch thick steel carpet, or form a strip of steel, $\frac{1}{8}$ -inch thick and 1 inch wide, of sufficient length to reach from New York to Buffalo.

Fifty-two millions of pounds of metal were consumed for all purposes, sufficient to build 25,000 motor cars, or to form a solid cube fifty feet in each dimension, or to gird the earth three times with number four telegraph wire. To make shipment of this material would require nearly seven hundred large size freight cars, forming a train nearly six miles long.

However entertaining figures and comparisons may be, they are likely to pall, and they cannot tell the more important story of how America, by reason of war-time exigencies, came to realize her wonderful potentialities.

The various experiences and the numerous accomplishments of the Traylor Engineering & Manufacturing Company, may be considered to be typical of American industry as a whole, and can therefore be used as an illustration of what can be accomplished when necessity urges.

This article is fittingly closed by naming the men whose ability and energy made possible what the Traylor Companies were able to accomplish.

Samuel W. Traylor, Chairman of the Board of Directors; W. J. Roberts, President; Harry Battersby, Vice-President and Treasurer; F. W. Hopkins, Vice-President and Secretary; H. L. Miller, General Manager; Richard Bernhard, Chief Engineer.

TRAYLOR SHIPBUILDING CORPORATION

Samuel W. Traylor, President and General Manager; S. W. Traylor, Jr., Vice-President and Assistant General Manager; F. W. Hopkins, Vice-President and Secretary; Harry Battersby, Treasurer; R. R. Shafter, General Superintendent.

PENNSYLVANIA'S PART IN THE MANNING OF THE NEW MERCHANT MARINE

UNDER JOHN FREDERICK LEWIS, CHIEF OF SECTION No. 2

BY JOSEPH M. DAVIS

Among the pressing problems which the country was obliged to face during the war was the building and operating of ocean tonnage in the shortest possible time. To this end the United States Shipping Board was organized ostensibly as a war organization. The scope of its work, generally speaking, resolved itself into three main divisions—construction, operation and recruiting officers and crews.

Edward N. Hurley was made the Chairman of the United States Shipping Board during the war. At the head of the Division of Operations was John H. Rossiter, formerly of the Pacific Steam Mail Packet Company, and at the head of the Recruiting Service was Henry Howard, President of a large Boston chemical company, who volunteered to make possible the manning of the American Merchant Marine. It is with this particular branch of the Shipping Board work that this report is concerned, and to show the extent to which Pennsylvania aided in it as well as being the leading state in ship construction.

Mr. Howard, in order to marshal most effectively the full strength of the country in supplying men to man the ships, conceived the idea of dividing the country into eight sections. Each section was placed in charge of one appointee, who should have complete control and be responsible for the supervision of its entire work.

The Middle Atlantic Section was very fortunate in being able to have as its chief John Frederick Lewis of Philadelphia, a well-known admiralty lawyer and international law authority. Purely from patriotic motives Mr. Lewis assumed a hard task fraught with difficult and peculiar questions.

This section, known as Section No. 2, comprised New York, Brooklyn, Jersey City, Philadelphia, Baltimore, Norfolk, and surrounding country, and embraced therefore the greater part of the nation's shipping sections.

The work resolved itself into securing seamen, firemen, coal passers, oilers, watertenders, stewards, cooks and messmen. Besides this, the ships, because of our laws, had to be manned with officers who were United States citizens, with the exception of such aliens as were able to have their licenses endorsed during the period of the war. Therefore, it was highly desirable to have American officers, and also from a standpoint of national sentiment, the idea of an American Mercantile Marine officered by foreigners was intolerable. If one will pause and think that added to this nearly all of the men were subject to conscription and had to be exempted, when scarcely any provision had been made for it, some idea may be had of the magnitude of the work.

This perplexing problem of the draft through the initiative of Mr. Lewis was finally solved for the country, and Mr. Crowder had inserted a section in the Draft Law exempting mariners in training. This enabled the Recruiting Service to secure men and train them for duty aboard ship.

A training ship was sent from the Boston headquarters and placed at Mr. Lewis's disposal at Philadelphia. Over 500 apprentices were recruited for the new merchant marine and sailed away for training. Many hundreds of Pennsylvania men afterwards went overland to the Boston headquarters.

Probably the most important part of the work was the training of men to become duly licensed navigators and marine engineers. Schools were established by Mr. Lewis in all of the before-mentioned cities comprised in Section No. 2 for engineers and navigators. These schools were schools of a high order, and the instructors were university trained astronomers and practical navigators as well as mechanical engineers with marine experience.

Section No. 2 at the time of this writing has turned out 1,613 navigation graduates, of whom 1,505 secured navigators' licenses, and 2,158 engineering graduates, the most of whom now hold marine engineers' licenses. Probably two-thirds of the engineers are natives of Philadelphia, and about one-fourth of the navigators come from Philadelphia and its vicinity.

Section No. 2, under the indefatigable efforts of Mr. Lewis, turned out over five-sixths of the officers for the new merchant marine in the face of the draft, and the great increments of men needed in the war industries. It is all the more remarkable when it is to be remembered that of late years America has not really been a shipping nation and that practically all deep-sea tonnage has been registered under alien flags and manned by alien crews. Today, America is in a fair way to become the leading maritime nation of the world, and Pennsylvania may feel justly proud of its contribution to that end.

Mr. Lewis succeeded, as Chief of Section No. 2, Professor C. C. Thomas, of Johns Hopkins University, who had been appointed June 26, 1917, and resigned October 26th of that year to enter the employment of the Emergency Fleet Corporation. Mr. Lewis served continuously from the latter date until November 1, 1919, when he was succeeded in turn by his then assistant, Joseph M. Davis. The Headquarters of the Section had been in Baltimore; but after Mr. Lewis was appointed, he moved the Headquarters to Philadelphia, and his law firm gave to the Government, free of rent, the fifth floor of the office, 108 South Fourth Street.

Navigation and Engineering Schools were organized at different places in the Section as the need therefor became more urgent. A Navigation School was organized in New York at the Seamen's Church Institute, and another at Utmark's Nautical Academy. A Navigation School was opened at Brooklyn, another at Baltimore, Atlantic City, Newport News, Jersey City, Hoboken and Norfolk; while Engineering Schools were organized in Brooklyn, New York, Jersey City, Hoboken, Philadelphia and Baltimore, there being at the height of the demand a total of twelve schools in the Section. All students who entered the school were exempted from draft by the Chief of the Section, and thus competent material was obtained for the service, and the power was subsequently entrusted to the Section Chief to requisition men actually in the Army, provided they possessed qualifications as navigators or marine engineers, which made them more valuable to the Government in those capacities than by mere service in the Army.

PHILADELPHIA SCHOOL OF NAVIGATION

The U. S. Shipping Board School of Navigation began in Philadelphia, July 9, 1917, in charge of Professor Eric Doolittle. Professor Doolittle was taken ill during the first week and the school was closed for a day or so; but was resumed the second week under the charge of Professor S. A. Mitchell, of the University of Virginia, assisted by Dr. H. W. Smith, of the Massachusetts Institute of Technology.

The School first held sessions in the Franklin Institute building, but was later

removed to the Engineering Building (Room 229) of the University of Pennsylvania. The first session of the School had about 25 men enrolled for the morning class and about 40 men for the evening class. The last week in July, Dr. Smith was sent to Savannah and Professor W. R. Ransom, of Tufts College, took his place. Sixty-four men continued throughout the first session of the School. There was some uncertainty at the end of the first session as to whether the men should take examinations immediately or not. A supplementary week of forenoon work was given to those who felt they were not quite ready for the examination. No attempt was made to keep track of these men at first, and many of them may have gone to New York or to Baltimore to take their examinations. Up to September 1, 1917, only twenty-three had received licenses in Philadelphia. A few men from the first session applied for re-admission to the second session.

The general plan of the school work was as follows:

First week: Correction of compass, use of logarithms, and plain sailing.

Second week: The other sailings and day's work.

Third week: Determination of time for a noon sight and working out of Meridian altitude.

The rest of the time the School was divided into two classes: Men eligible only for third mate took up chart work and distance from fixed object, with plenty of review of former problems. The advance class took up latitude by Polaris and Meridian sights with other stars, longitude by the sun, azimuth, and amplitude.

During the second session of the School it was found necessary to have evening classes only. Only two requests for morning classes were received.

During the last two weeks of the course arrangements were made by which six men at a time were taken to Franklin Field with a sextant apiece and given two hours' practice, from ten until twelve, in handling the instrument. The curve of altitude was plotted in advance; and men took longitude sights for an hour, being checked by the instructor's reference to his plotted curve. Some vertical and horizontal angles were measured and then a series of sights, like noon sights, were taken on signal from the instructor, closing with a genuine latitude sight at noon.

The Philadelphia School of Navigation was always conducted at the University of Pennsylvania, which allowed its classrooms to be used free of rent, and was, from time to time, in charge of the following instructors:

S. G. Barton, Stanley P. Shugert, Robert L. Lucas and Karl H. Fussler. Mr. Barton, who served as Director from September 17, 1917 to February 1, 1919, was succeeded by Mr. Shugert.

Besides instruction in navigation, Mr. Lewis lectured upon the Rules of the Road at Sea, as he did in other schools of the section. Lectures were also given upon Practical Stevedoring by Daniel G. Murphy.

The School was largely attended by students who desired to qualify to become deck officers in the Merchant Marine, and it continued until after the war and when the need of navigators for the Merchant Marine had been completely met. The school enrolled about 300 students.

PHILADELPHIA FREE SCHOOL OF MARINE ENGINEERING

The Philadelphia Free School of Marine Engineering was started as a result of a conference between Emil P. Albrecht, President of the Philadelphia Bourse, and William G. Rice, Chief Engineer, who subsequently became identified with the Sea Service Bureau. Correspondence was had with Mr. Howard of Boston,

and the school opened following a visit from Professor Miller of the Massachusetts Institute of Technology. An Advisory Committee was appointed, consisting of Walton Clark, John M. Lukens, together with Mr. Albrecht and Mr. Rice.

Clinton E. Shaw was appointed Principal of the School, and the following acted from time to time as instructors:

John Bernard, Walter S. Carman, Earl Collmer, William J. Cotterall, Samuel Crossley, John Ebaugh, Robert W. Given, Fred P. Hall, John T. Landolt, Robert P. Sanborn, John B. Shoe, George H. Smith, W. Westley Stevenson and Rodger Taylor.

Arthur Littleton, William J. Taylor and Anna Whartonby served as Enrolment Secretaries.

Classes were begun in the public school building at Howard Street and Girard Avenue, August 20, 1917, with about twenty-four day students and about seventy in the night class. The School was subsequently transferred to one of the city ice-boats which was moored at Race Street pier, and about the middle of November, when the city prepared to put the ice-boat into service, the classes were moved to the Philadelphia Bourse, whose directors allowed free of rental the use of its main floor and also a good room on the second floor. The quarters were finally transferred to the Buchanan Building, at 120 Sansom Street, where they remained until February 5, 1919. The Federal Board for Vocational Education then took over the school, and it ceased to be identified with the Shipping Board. The last day class finished in March, 1919, and the last night class in July of that year.

The Philadelphia Free School for Marine Engineering, as it was called, was the largest Marine Engineering School under Government auspices, in the entire section, from Connecticut to Norfolk. Students came to it from all parts of the country to obtain instruction in Practical Marine Engineering. About 1,000 students were graduated. Philadelphia seemed to be peculiarly advantageous as a city for obtaining students in Marine Engineering; her rail, river and bay lines all served as sources of supply, and all the railroads entering Philadelphia were especially helpful in putting up posters in stations, and by disinterestedly bringing to the attention of their employes the urgent necessities of the Merchant Marine, and the advantage which accrued from obtaining a marine engineer's license.

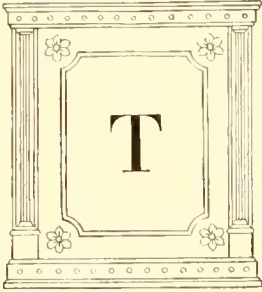
Graduates of the school, after being qualified for examination, appeared before the local inspectors at Philadelphia, and were then passed and licensed, usually as third engineers, sometimes as second, and sometimes as first.

THE SEA SERVICE BUREAU

The work of placing officers and men on shipboard fell at first upon Mr. Lewis as Chief of the Section; but it grew to such enormous proportions that it became necessary to organize a separate Bureau to take charge of it, and Sea Service Agents were appointed in the larger cities in Section No. 2. These agents were delegated to meet the needs of the ships in officers and men. The Agent at Philadelphia was Chief Engineer William G. Rice, who worked for the Government gratuitously until the Recruiting Service determined he should be salaried, when he was paid a nominal compensation.

During Mr. Rice's service as Agent at Philadelphia about 1,500 men were shipped during the war period, between February, 1918, and November, 1918; but the totals up to August, 1921, show that over 30,000 men were shipped, about 600 marine engineers and 300 deck officers. The Bureau still continues.

ARMY ORDNANCE—PHILADELPHIA DISTRICT



TWO billion dollars' worth of ordnance was supplied by the Philadelphia District, or one-sixth of the total amount produced in the United States. The fact that such quantities of supplies could be furnished within a limited time is but another conclusive proof of the importance of this city as a manufacturing center.

Although not all of the ordnance of the district was actually produced within the territorial limits of the city, nevertheless, a high percentage of it was made here, and practically all other production was directed from Philadelphia offices.

The committee is indebted to Colonel M. D. King, Ordnance Department, Washington, D. C., for permission to reprint certain matter from the handbook prepared by Clark B. Firestone, of the Historical Branch, Executive Section, office of the Chief of Ordnance.

Special acknowledgment is due to Colonel James L. Walsh, Executive Assistant to the Chief of Ordnance. The facts dealing exclusively with the Philadelphia District were supplied to Mr. Firestone by Wm. Bradford Williams.

The Philadelphia ordnance district reflected to a noteworthy degree activities, problems, casualties and militant spirit of the fighting front, with just an echo of



Photo by Replogle.

Seven-inch Guns, Mark V., Caterpillar Mounts, at Navy Yard.

its tumults. It was a district in which large things were done and large difficulties surmounted; a district which started with unusual advantages, many and varied, and its contribution to nearly all the major items of the munitions program was of the first importance. With the exception of artillery carriages and small arms ammunition, its ordnance production was almost all-inclusive. It was the chief rifle district. It was the chief explosives district. It was the district where the Allies obtained most of their American gun forgings. It was the big bolo district. In a sense it was the sole helmet district. It was an immense loading district. Incidentally, it was the great influence district.

This area contained the only two private ordnance plants in the country—those of the Bethlehem and Midvale Steel Companies. It had also several powder and high explosive plants which had various shell plants which had learned to make munitions under entente tutelage. The Bridgeport and Philadelphia ordnance districts entered the war to something better than a standing start. But Philadelphia had transportation problems almost equal to New York's and certain difficulties that in their magnitude were peculiar to itself, for it was the theatre of a rival governmental program of equal proportions. More than 40 per cent of all America's war shipbuilding was in process at the same time in the same area—the Hog Island enterprise, and new construction for the navy and emergency fleet, which kept the riveting machines busy in the shipyards lining both sides of the Delaware River for sixty miles and which absorbed the output of 3,000 plants making parts in various sections of the country. This program made its own demands on machinery, labor, fuel, power and transportation.

IN THE RESTRICTED AREA

Philadelphia was one of the congested centers in the restricted area, and so figured in the maps of 1918. It was thought at one time that it was saturated with war orders and that it could not do any more work. But this opinion was combated by representatives of the ordnance district, the Navy, the War Industries Board, the regional Director of Railways, and the Fuel and Food Administrations, who held weekly meetings to discuss common objects during the war; and the district was permitted to shoulder additional burdens. It received one not in its calculations when the great Morgan loading plant at South Amboy, N. J., was destroyed by an explosion five weeks before the armistice, and immense additional requirements were put upon the loading plants near Philadelphia. At the same time the influenza epidemic broke with unusual virulence disabling nearly 40 per cent of the district office force and making ravages among ammunition employes.

The Philadelphia district may be described—and therefore explained—as the one steel region in the country that reaches tide water. It comprised an area of less than 30,000 square miles, including the eastern half of the State of Pennsylvania, the southern half of New Jersey and all of Delaware. Its western boundary in Pennsylvania coinciding roughly with the course of the Juniata was the eastern boundaries of the counties of Franklin, Huntingdon, Center, Clinton and Potter. Its New Jersey section covered all counties save those included in the New York ordnance district elsewhere enumerated. The Philadelphia district has a population of about 5,200,000 persons. Among its industrial centers of consequence outside the city of Philadelphia are Wilmington, Del., Camden, Trenton and Bur-



Marine Boilers manufactured by the Badenhausem Boiler Co.

lington, N. J., and Berwick, Bristol, Chester, Downingtown, Frankford, Harrisburg, Phoenixville, Scranton, South Bethlehem and Wilkes-Barre, Pa.

On March 13, 1918, John C. Jones, President of the Harrison Safety Boiler Works was made production manager of the Philadelphia ordnance district, later becoming ordnance district chief. The production section of the old carriage division had had an office in Philadelphia since January 16, 1918. District offices were in the Vulcanite Building, 1710 Market Street, Philadelphia. The office also occupied space in the Middle City Post Office Building, 31 So. 17th Street, and further overflow space in a three-story building 1726-1728 Ludlow Street, and one floor of 1712 Ludlow Street. Civilian personnel rose from 2,095 in June, 1918, to 4,475 in November. The enlisted detachment increased from 144 men in June to 409 in July. Commissioned personnel had reached 86 in October. Allotments to cover payments on contracts placed in the district approximately \$750,000,000, of which about \$250,000,000 was expended between the months of April and December, 1918. On November 1, 1918, there were 4,196 contracts outstanding, calling for \$434,897,000.

AN ORDNANCE BOURSE

Philadelphia developed an institution which promoted cooperation among contractors and accelerated production and which was peculiar to itself. This was the Ordnance Manufacturer's Exchange, which may perhaps be better and more briefly styled the Ordnance Bourse. The idea came from Captain F. S. Guerber, manager of ammunition, explosives and loading, and he had it from a peace-time

commercial experience in Belgium, where he found that instead of making repeated railroad trips throughout Flanders to see certain producers in the iron trade, he could meet these same men by attending a central point where their bourse was located. Instead of going after them, they would come to him. This plan was applied in Philadelphia in order to bring contractors into immediate and intimate contact with the men who could supply their necessities, whether tools, materials, or components; in order to bring contractor and prospective sub-contractor together.

The Manufacturers' Club provided space, and every Wednesday from 11 a.m. to 1 p.m. the Ordnance Bourse had a session. Word was sent to the newspapers, letters were sent to contractors, enclosing a season ticket and meetings began with an attendance of 300 persons. Six hundred were at the second meeting, and finally attendance reached 1,000. There were placards for the different production sections of the ordnance office. A returned soldier was equipped with a megaphone from which he issued such messages as "Can any one here furnish box shocks?" Instead of trips taken or letters sent over the 30,000 square miles of the district, or over outside industrial areas many times its size, business was done by an informal conference under a single roof. Meanwhile men in some government capacity, competent to discuss fuel, draft problems, priorities, plant protection, labor, and various production matters spoke at the formal meetings.

LABORATORY AND SCHOOL

In connection with explosives there was established in this district a supervisory and control laboratory which remained under Washington direction and the function of which was to inaugurate control and check methods of analysis to standardize chemical equipment and apparatus, to prepare standard solutions and reagents and to act as referee in case of disputes among chemists. A technological school for chemists was opened at the Carneys Point plant of the Du Pont Co.

Transformation of plants in this area included among others the following shifts from peace-time to war products: From locomotives to shell, from corks to shell, from motors to shell, from filters to shell, from oilcloth to shell, from steam pipes to shell, from pumps to adapters and boosters, from window sash to trench mortars, from tin cans to gas masks, from candy to fuze containers, from pianos to gunstocks, from fruit-jar tops to explosive bullets, from doll stockings to silk ammunition bags.

GUN MAKING

Gun making in the Philadelphia ordnance district is the story of three great plants, two of them experienced through prior contracts with the Army and Navy and with the Allied governments, the other swiftly passing through the stages of construction and equipment of a new enterprise on to production. One of the two veteran plants furnished to America and the Allies almost as many finished cannon as the entire artillery purchases of this country from France and Great Britain, its output being equivalent to nearly 99 per cent of all the foreign guns used by the American Expeditionary Forces. Counting forgings mainly shipped to France for assembly there, its output of finished and unfinished cannon was four times as great as General Pershing's entire artillery equipment. These figures cover also the plant's production for Allied orders before America entered the war.



Courtesy of the Hindley Gear Co

Eleven-inch Sullon Trench Mortar.

This plant was the Bethlehem Steel Company, which had 35,000 men employed in its great works at South Bethlehem, Pa., 21,000 on ordnance and Allied contracts, the remainder on Navy contracts.

Teamwork with the French Government began shortly after the war started in Europe. Until near the end of the war it was the sole American producer of forgings for French cannon (this does not apply to carriages, recuperators and miscellaneous parts). Its output of forgings for French order reached 2,000,000 pounds a month under the arrangement with the Ordnance Department that the production for the French, begun before April 6, 1917, should continue thereafter. At the close of the war the shipment of gun forgings to the French, who were finishing them and assembling them for the American Expeditionary Forces was sufficient for about 900 guns per month. Forgings were also made for the British and Italians. The war shipment of ammunition to other governments by this company reached about 1,000,000 rounds per month.

RAILWAY MOUNTS

Seven companies carried the entire ordnance project to avail of the most substantial feature of American military preparedness—the use of the great guns and mortars with which the seacoast fortifications were defended and of other guns, naval included, that were on hand when war came. The seacoast guns were intended for defensive purposes alone and the other guns for the mobility that a battleship affords by its own evolutions. The program was to make both types of weapons available for offensive operations and mobile on land by putting carriages under them and car trucks under the carriages and railroad tracks under the car wheels. The mounts were of three kinds—the barbette, revolving in

a complete mount, in which the gun can be pointed up and down in a vertical plane and traverse, or swing from left to right, must be secured by building curved railroad tracks, the recoil being absorbed by the retrograde movement of the car along these tracks; and the Batignolles type, a modification of the Schneider, permitting a slight horizontal traverse, and cushioning the reaction of fire both by the movement of the gun in its cradle and by the use of a special track to which the car is bolted, with spades driven into the ground to assist in taking up recoil the unit remaining stationary in action.

The Baldwin Locomotive Company, the American Car & Foundry Co. (Berwick, Pa., plant), and the Harrisburg Manufacturing and Boiler Co., of Harrisburg, were in the Philadelphia district. As the result of the joint effort of the seven companies railway mounts were provided for twelve 7-inch rifles, eighteen 8-inch guns, twenty-two 10-inch guns, twelve 12-inch long-caliber guns, forty-five 12-inch mortars, eleven 14-inch guns, the latter under Navy supervision, of which six were turned over to the Army, and one 16-inch howitzer. No more powerful guns than the larger of these, and few so powerful, were to be found on either side of the fighting fronts.

LOADING

With New York and Baltimore, the Philadelphia district carried the loading burden for nearly all American shell production, and its operations were of great interest and consequence.

In rifle cartridges and in artillery ammunition up to that for the 1.7-inch gun, the projectile is fired by fixed ammunition, the shell being fixed in a metal container holding the powder. In guns about 1.7-inch the projectiles are fired by unfixed ammunition powder loaded in silk bags and placed in the breech of the gun behind the projectile. Silk is used because other textiles might leave a smouldering fragment in the barrel of the gun, causing a premature explosion.

MUNITION WORKERS

There were about 250,000 ordnance workers in the district. Labor unrest, particularly among the machinists, labor itineracy, the scarcity of skilled labor and the drafts of the Navy, and emergency fleet building programs on labor supply were obstacles to full production, and housing conditions at points like Eddystone and Chester became so congested that for a time no further contracts were let in that area. The latter conditions were eased somewhat by invoking the aid of the United States Housing Corporation. Twenty-seven vestibule schools were opened to train men and women in mechanical operations. A production engineer, used to handling men on a large scale, was appointed by the district to give to wage and overtime problems the benefit of skilled direction. The propaganda of patriotic appeal was brought to bear from every angle on war workers. Some 5,500 soldiers were released on industrial furlough for duty in the new loading plants. In this district, as elsewhere, the woman munition worker was a late recruit and proved a vastly welcome relief to the employment problem. Women from home conditions ranging from the simplest to the most luxurious volunteered for shop tasks of both drudgery and hazard and performed them with skill and fidelity. More than 60,000 women and girls worked on ordnance contracts and it was in the planning to double the number and more, if needed.

The organization of the Philadelphia Ordnance District Office was as follows: District Chief, John C. Jones; John Dickey, Jr., Special Assistant to Chief; Executive Officer, Captain H. J. Adair; Production Manager, Lieutenant Colonel R. A. Green; Inspector Manager, Lieutenant Colonel W. M. Schwartz; Finance Manager, Captain Charles McC. Matthias; Stores and Scrap Supervisor, Captain A. G. Peter; Property Manager, first: Captain C. N. Jackson, then Captain (later Major) M. F. Ewen (who was also Contracting Officer and Acting District Chief), and then Lieutenant H. E. Abbott; Procurement Manager, Major R. W. Appleby; Personnel Manager, Captain (later Major) Thomas Moore; Engineering Manager, Captain (afterwards Major) J. J. Johnson.



Employees at the Trojan Chemical Works.

THE INDUSTRIES OF PHILADELPHIA DURING THE WAR



THE story of Philadelphia's industrial development during the World War is a record of American invention and accomplishment worthy of the city known for so long as "The Workshop of the World."

For many years Philadelphia-made products have been carried on Philadelphia-built ships to every port. Therefore, when the storm of war broke over the Continent of Europe, its nations turned to this city for aid. No call was unheeded and no demand too peremptory, nor too great to be answered. New buildings were erected, new equipment installed, and contracts were completed in record time.

In his admirable summary of the accomplishments of the Ordnance Department in Philadelphia, William Bradford Williams, the Historian of the Ordnance Department, likens the ultimate results to the piecing together of an old-fashioned picture puzzle. Every part, large and small, had its place, and the perfect whole was dependent upon the proper dovetailing of these countless pieces.

America had the money and the men. Ten millions of the latter were ready



Courtesy of Wilson H. Brown, Inc.

Making Spiral Pullies.

for any duty. Within the territorial limits of the United States were vast stores of raw materials. It was American training that made it possible to develop officers and men in record time, and it was American ingenuity, like the wand of a genii, that provided the buildings and equipment. Thus was the potential mass of raw material transformed into the sinews of war.

To attempt to tell the complete story of the industrial contribution which Philadelphia made would be impossible. However, in the following pages a few typical kinds of work are reviewed in order that some idea may be had of the remarkable way Philadelphia and her citizens answered the nation's call for industrial aid.

ALEXANDER BROTHERS

C. M. KEMBREY, Advertising and Sales Promotion Manager

Up to the time the United States entered the World War, Alexander Brothers had never made any harness leather. On the night that diplomatic relations were broken off, the Executive Council gathered at the plant and discussed what Alexander Brothers, as an organization, should do in the emergency.

It was decided that, although they had not manufactured any harness leather, that the currying was essentially the same as that of belting leather, and that it was the duty of Alexander Brothers to do their part to supply this great essential of war work. It was, therefore, determined to start at once to curry harness leather, to submit samples for approval, and to proceed with this work in as large a volume as possible.

Samples of russet harness leather backs were put through and submitted to the Army Ordnance Department on May 16th. Alexander Brothers received word that the four "backs" which they sent out as samples were satisfactory, and it was suggested that they make quotation to the Chief of Ordnance for transmittal to the Council of National Defense, on the quantity of leather of the different kinds which they were able to produce. Two additional backs were submitted to Rock Island Arsenal, and on June 13th, the firm of Alexander Brothers received a letter advising that this leather was found to cut very satisfactorily, and the halters made up were found to be first class in every respect.

It had been the plan of Alexander Brothers to finish what leather they might be able to handle in their 3d Street plant. They figured they might be able to finish 200 backs per day, refitting some of the lofts for hanging backs. When they found that the requirements for the first year of the war would be about 65,000,000 pounds of leather, they realized that 200 backs a day would not amount to very much.

They began to look around for floor space for rent, or ground for a building. It was decided, however, that they would not be able to build a plant quickly enough for the work. They finally secured the sixth floor of the finishing building of the Quaker Lace Company, at 22d Street and Lehigh Avenue, with an option on yet more space.

While they had been experimenting on the leather they had ordered machinery. They had the machinery installed and started the wheels turning on the 1st of July, and on the 5th of July started work in the 22d Street plant.

Alexander Brothers had been currying some small quantities of leather at their 3d Street plant, and had reached production of about fifty backs per day. In

September they rented the fifth floor and took over the seventh floor, thus giving them three floors of about 100,000 square feet of floor space. Alexander Brothers received their first contract for harness leather on June 22, 1917, although the formal contract was not received until August 15, 1917.

The work progressed and other contracts were added. About the first of the year 1918 it became desirable that the Government work be divorced from Alexander Brothers. The Alexander Leather Company was then formed, which was C. O. Alexander trading as the Alexander Leather Company, and all leathers and contracts with the Government were handled through the Alexander Leather Company. Alexander Brothers contracted with the Alexander Leather Company to do all its work, both currying and office work.

The number of employes ran up to 210. The plant was in charge of George Glendening, with William Frazer and Joe Vetter as curriers. Great credit is due to these men for their work. In June, 1918, it became necessary to employ women, due to the scarcity of male labor. About sixty women were hired with great success. Production was increased to about twenty-three hundred backs per day during the summer and fall of 1918, and steps were being taken to increase this production still further.

On the 16th of November, 1918, five days after the armistice was signed, Alexander Brothers received telegraphic orders from Washington to stop production. It was impossible to stop the work short, but in two weeks' time they stopped entirely working on material, and stopped the work on that in process as soon as the leather was in condition where it could be allowed to stand.

Alexander Brothers were later ordered to resume work and finish the stock in process.

To secure leather for this large quantity of work, they used belting butts as far as possible, and made special arrangements with tanneries to draw all their clear backs in the fifth layer and finish them as near belting butt finish as possible. They took the entire product of Armour, Kistler-Lesh Co., Kistler Leather Co. and the United States Leather Company, which met the Government specifications for selection. From start to finish Alexander Brothers drew from thirty-four tanneries.

THEODORE ALTENEDER & SONS

Almost up to the time that the United States entered the World War there could be little conception of the strain that was soon to be thrown upon so many industries essential to the winning of the war.

Among the industries that were to be called into requisition was the production of drawing instruments. At first thought, the importance of this industry to the Government would quite naturally be underrated; yet a little consideration will serve to show how pivotal it is in the general scheme of manufacture. For nearly all things start on the drafting board.

This is obviously true of ships, of aircraft, of guns, of munitions, of locomotives. It also will be readily understood that in every phase of war activity—such as equipment, the construction of cantonments and camps, the building of means of transportation—all start with the employment of drafting instruments.

In recent years the needs of this country for drafting instruments have been mainly supplied by German manufacturers, more than 75 per cent of all the

instruments used in the United States being imported from Germany. In former years' Swiss instruments formed an appreciable proportion of the imports, but they were steadily crowded out by the lower priced, and generally inferior, German product, which later for a time masqueraded as "Swiss Instruments," until the facts were advertised and this course became inadvisable, and, later on, impossible, when the "Made in Germany" label was incorporated into our tariff laws. As a matter of interest, it may be stated that England, France, Italy and practically every country in the world obtained a very large proportion of its drafting instruments from Germany.

At the outset of the war, long before the entrance of the United States, there was an abundant supply of drawing instruments in this country, either in the hands of importers or on the shelves of dealers. Unlike many other lines of merchandise, these stocks seemed to have little bearing upon the activities in which they were soon to take so fundamental a part. For a considerable period the demand remained practically normal, and was only slightly accelerated by the requirements of such American plants as were engaged in munition work for European governments; and there was no appreciable advance in price. With the dwindling of the supply from abroad came a loss of confidence in Germany's ability to make deliveries, and a "taking of stock" and stiffening of prices ensued; but it was not until the entrance of the United States into the war, with the consequent sudden expansion of war industries, that there came the realization that the supply was virtually at the point of exhaustion, and the facing of the fact that for any new supply to meet the Government's needs there was but one establishment in the United States engaged in the manufacture of drawing instruments: that of Theodore Alteneder & Sons, Philadelphia.

This industry was established in 1850 by Theodore Alteneder, a craftsman of the highest skill, purposes and standards. It was Theodore Alteneder's conviction that instruments for the draftsman should be so perfect in every detail that they should become, in fact, a part of the draftsman himself; that in the intricate work which the draftsman was called upon to perform, the tools should respond with no conscious thought on the part of the user.

It was indeed fortunate for the industry that Mr. Alteneder's sons so heartily imbibed and shared his ideals and knowledge of the craft. In fact, at an extremely early age these sons began their apprenticeship and soon became an important factor in the new establishment, supplementing their father's skill and knowledge of the craft with a new business vision. Their entrance into the enterprise may be said to have been its first step, from the stage in which it was the individual effort of a master craftsman at the bench, toward the stage in which it became a modern business.

This new blood could perhaps see more readily than the founder the problems presented by foreign competition. There was, first of all, the problem as to labor. In the manufacture of fine drawing instruments much skilled hand work has always been necessary because of the character of the design of the various instruments. It was this that made the difficulty in combating foreign competition, which had at its command an almost inexhaustible supply of mechanics, expert in the use of the file and other hand tools.

The difficulties may be better appreciated from the fact that though a number

of attempts were made to establish this industry in the United States, the Alteneder plant was the sole survivor.

It was to this plant that the Government turned for many thousands of sets of drafting instruments. How suddenly the load fell upon this single modest establishment, can be realized by the fact that prior to America's entrance into the war, the facilities had been used in part in the making of munitions.

It was a fortunate fact that prior to this period the factory had been modernized by the introduction of the highest type of machine tools to take the place of hand work wherever this could be done without affecting the efficiency of the instruments. While there were necessary advances in prices, it may be safely asserted that the percentage of advance was extremely low in consideration of the increased cost and general conditions.

The requirements of the United States Engineer Department, the Navy Department, the Ordnance Department and other Government departments greatly increased. Indeed, the requisitions that poured in upon the modest factory from every quarter, were in some instances so large as to be viewed by the firm as being due to clerical errors in Washington.

It will be plain that the physical possibilities were inadequate to fill the enormous Government orders and those of private concerns. A serious problem was thus presented. Should the establishment be turned over to the making of a radically new product that could be turned out in larger quantities? It was realized that such an attempt under the critical conditions might cripple, rather than increase, production.

It was therefore determined not to lower the standard of production, but to eliminate private orders, and work for the Government alone. The establishment was worked to full capacity, days, nights and Sundays, and so effectively that ninety per cent of the needs of the Government were filled.

AMERICAN METAL WORKS

In the beginning of 1913, the French were producing an 11 mm. incendiary bullet, turned on lathes from brass rods.

In February, 1913, Colonel Clay, of the Frankford Arsenal, submitted to Frederick E. Swope, the President of the company, a French 11 mm. incendiary bullet, with the request that the company consider the manufacturing and loading of it. This bullet was a lathe product made from brass rods.

After experimenting for the Frankford Arsenal, we produced a bullet from sheet brass by a series of press operations. The drawn type of bullet was adopted for future use by the United States Government, therefore, this gave us two types of 11 mm. incendiary bullets, one classified as "drawn" and the other as "turned". Owing to the necessity of immediate production, we proceeded with the manufacture of the turned type, but were given contracts for the production of 20,000,000 bullets in all, the majority of which were to be of the "drawn" type. This 11 mm. bullet was known to the Ordnance Department as "Mark XI."

The productions of these bullets, which had not been manufactured before in this country, necessitated the development of new processes and the changing of different machines to make them adaptable to these processes.

While the Frankford Arsenal was perfecting the incendiary compound for the Mark XI bullets, we executed a contract with them to load 2,000,000 30-caliber

tracer bullets, with the stipulation that we were at any time to change over to the loading of Mark XI incendiary bullets.

The manufacturing and loading of bullets was not a part of our business before the war and will not be continued by us.

The American Metal Works was engaged in general steel stampings and the Chelten Electric Company in the manufacturing of electrical wiring specialties.

The American Metal Works and the Chelten Electric Company are owned by the same persons and occupy the same building. The facilities of both plants were offered to the Government. The contract for the Mark XI bullets was taken in the name of the American Metal Works, and the contract with the Frankford Arsenal for loading 2,000,000 30-caliber tracers was taken in the name of the Chelten Electric Company.

The factory of the American Metal Works and the Chelten Electric Company is located in Germantown, Philadelphia.

It was therefore necessary, for practical reasons, as well as on account of city ordinances, to erect a loading plant outside of the city limits.

A field was leased at Cheltenham and New Second streets, Oak Lane, Pa., and a powder and loading building was erected, and roadways and necessary facilities installed.

The powder for both types of bullets mentioned above, required a great deal of care in handling on account of its highly inflammable nature. It was necessary, therefore, to build separate buildings and to separate the different processes, such as weighing, mixing, baking, blending and storing. Also, before loading, it was necessary to construct individual two-piece dies in which to hold the bullets while the compound was loaded under several pressures. After the bullets were filled with incendiary compound and the igniting composition placed on top, the base was crimped over on the press, and the bullets were then ready for inspection and loading into cartridge cases.

In May, 1918, we started the loading of 30-caliber tracer bullets, and in June and July we also loaded 100,000 Mark XI incendiary bullets—both styles of bullets going through the plant at the same time.

We completed the work of loading 2,000,000 30-caliber tracer bullets in the last of December, 1918.

Immediately after the signing of the armistice the Ordnance Department issued a suspension order on the Mark XI contract, reducing the quantity to be delivered from 20,000,000 to 500,000.

Although we had successfully produced the Mark XI incendiary bullet by the drawn process, the reduced requirements prevented any quantity production.

At the time of the signing of the armistice, additional buildings and equipment were being constructed and were nearly completed. The enlarged plant would have enabled us, within a very short time, to have produced over 300,000 bullets per week.

THE AMERICAN PULLEY COMPANY

Like most other industrial concerns, the American Pulley Company began to feel the result of the demand created by the World War some time about the beginning of the year 1915. As business in this country became increasingly active, the orders for "American" steel split pulleys constantly increased in numbers.

Not only was the domestic demand unusual, but the Allied countries also needed the products of Philadelphia's big pulley factory. England in particular was eager for shipments, and for many months, until submarines and dearth of ships made it impossible, a steady stream of "American" pulleys crossed the Atlantic to transmit power in the great munition shops of the British Isles and to assist in turning out the sinews of war for that hard-pressed nation.

A little later, from the office of the French Commission in New York, came an inquiry for 20,000 steel reels upon which to wind telegraph and telephone wire for use on the battlefields at the front. These reels were like big spools, with heads about two feet in diameter. It was known that the American Pulley Company made other pressed steel articles besides pulleys, and they were called in consultation and asked to design a reel. A design was made and a sample was taken to France for inspection. Word came back that the sample was approved and immediately the order was placed with instructions to The American Pulley Company to speed production. The company was already running day and night making pulleys, and the factory buildings were filled to overflowing. The question was how to obtain space quickly to provide for the assembling and finishing operations on the thousands of reels which must be completed and shipped in a minimum of time. The company owned a vacant lot back of their warehouse, and in short order two or three big canvas tents were run up and concrete floors provided, so that ample assembling space was obtained at a small cost and in record time. The entire original order for reels was made and another followed. Every reel passed inspection and the French Government accepted the reels, with appreciation of the excellence of the work and the speed with which delivery was accomplished.

When the United States joined the Allies an order for 25,000 reels was given by the Government.

A little later the Bureau of Air Craft Production, War Department, placed an order for some thousands of antennae reels to be used in connection with the wireless service in the airplanes. These were a new article, devised to fill a need created by the war. For the American Pulley Company the job was necessarily somewhat experimental; but the work was done, the difficulties were overcome and the reels produced and accepted for service.

One day a representative of the American Pulley Company dropped in at the Trench Mortar Section of the Ordnance Department's Purchasing Office at Washington. He was shown a good-sized, heavy, steel-stamped piece called a Livens Projector Base Plate, and was asked if he could make it. The answer was "Yes." A price was named, an order for something over fifty thousand of these bases was given and one thousand of them were shipped within thirty-one days thereafter. These bases were irregular in contour, and experimental work had to be done on the forming dies before the final working tools could be produced. Drawings of these tools had to be made, patterns, castings and forgings obtained, and hundreds of tons of one-quarter inch special steel plate were needed from which to manufacture the bases themselves.

The Alan Wood, Iron & Steel Company, of this city, turned out the one-quarter inch plate, the War Industries Board giving an A-1 classification. The company lived up to its promises, and a letter of congratulation from the Ordnance Department followed.

These special War Department orders were interesting and somewhat spec-

tacular, but the really big job that the Pulley Company did was in its own staple line of pressed steel belt pulleys. During the war period it increased what prior to the war appeared to be a maximum production, by one-third, and maintained it in spite of difficulties. There were some anxious moments for a time on account of the serious shortage of steel in the country, but the company was placed upon the "Preferred List" of the War Industries Board, and was given the necessary priority certificates to make their supply of raw material sure.

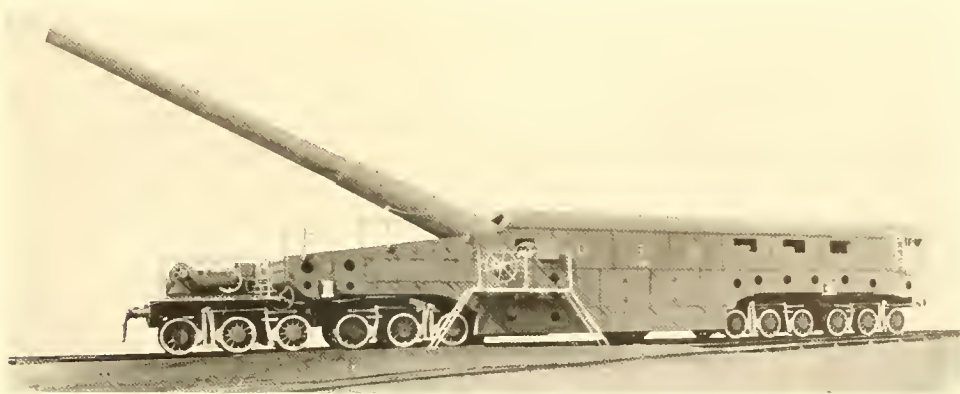
There was hardly an arsenal in the United States but had orders placed for "American" pulleys. "American" pulleys went to France to equip a great United States Arsenal in that country. Most, if not all, of the great shops from the Atlantic to the Pacific used "American" pulleys in considerable quantity. The answer was plain: "American" pulleys "had to be made" and they were.

The number of men who entered the service from the company's employ was sixty-four, of whom three lost their lives.

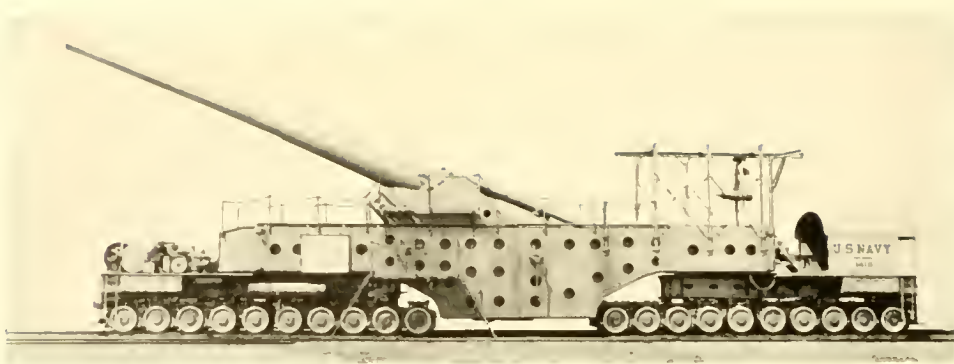
THE BALDWIN LOCOMOTIVE WORKS

The most striking thing about the war activities of The Baldwin Locomotive Works is the fact that in spite of the enormous work done in the Philadelphia and other plants, the pre-war equipment was so great that not a day was lost in taking over governmental contracts. Moreover, a comparison of summaries of personnel, buildings, etc., of 1913 and 1919 shows that in many important ways but little increase was made even to meet what to the average mind seemed insurmountable difficulties. Of course, there was a big development at Eddystone and certain additions to the Philadelphia plant but, by and large, it is an amazing commentary upon the wonderful world-wide work of the Baldwin plants that when war came they were ready.

Naturally, when one speaks of "Baldwin's" one thinks of locomotives, but "Baldwin's" part in the war was not confined to the making of these iron horses, important as they were. It was General Joffre who said, "This is a railway war. The battle of the Marne was won by the railways of France." Upon second thought the above statement is not an exaggeration, for victory or failure depended very largely upon the rapidity of mass movements of troops and the way in which ordnance and quartermaster supplies were carried. For example, in the attack and defense of Verdun, approximately 60,000,000 shells, representing 3,000,000 tons



Fourteen-inch Naval Gun, Railway Mount.



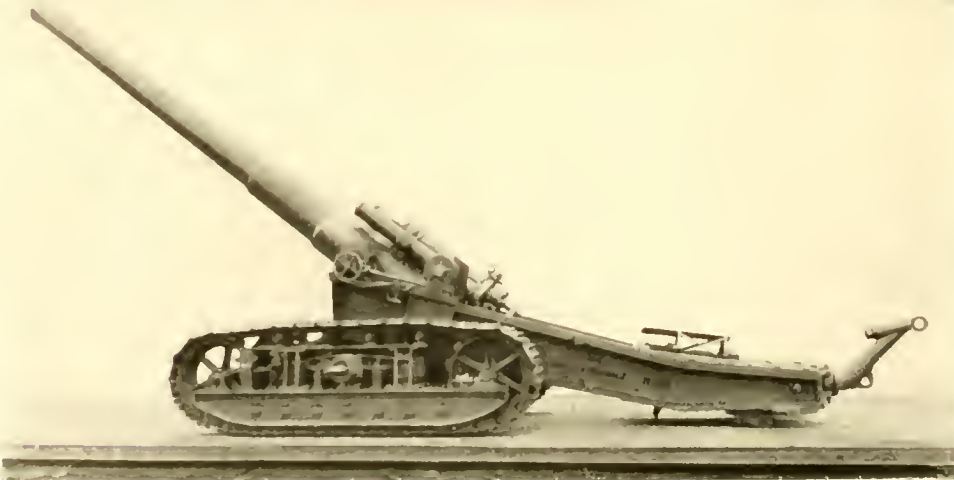
Fourteen-Inch Naval Gun, Railway Mount. Improved Type.

of steel, were fired in thirty weeks. It was the railroads that moved the greater part of this material to the firing line. Therefore, the story of "Baldwin's in the war" is well told by first reviewing the part that locomotives played in bringing to pass a speedy victory.

In 1914, the pressing need overseas was for ordnance, ammunition and other supplies. France and Great Britain were seriously handicapped in this respect, and the way in which The Baldwin Locomotive Works met the need will be told in later paragraphs. At the beginning of the war, Russia, because of its great distances and desperate shortage of motive power and equipment, turned to this plant for immediate delivery of locomotives.

Samuel M. Vauclain, who was then Senior Vice-President, visited Russia in the autumn of 1914, and also early in 1915, and secured from Russia and other countries large contracts for locomotives and other war material.

To quote from the interesting and attractive booklet, known as "Record No. 93," we read: The first order for locomotives, resulting from Mr. Vauclain's overseas visit was placed in November, 1914, and called for thirty Mallet locomotives of the 0-6-6-0- type. These were of a gauge of 3 feet 6 inches, and were



Naval Gun, Caterpillar Mount.

rapidly completed and shipped for use on the Vologda-Archangel Railway, connecting the broad-gauge railways of Russia with the port of Archangel on the White Sea, the only water outlet in the west after the closing of the Black Sea. This order was followed by others for large numbers of heavy Decapod locomotives of a gauge of 5 feet; for gasoline locomotives of a gauge of 75cm. (2 feet, 5½ inches); and for gasoline



For use with the A. E. F.



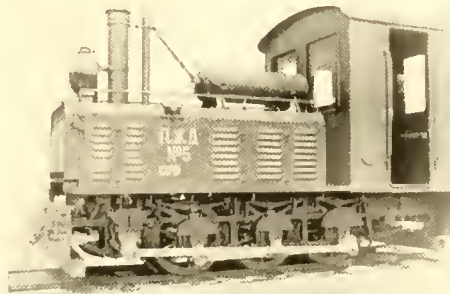
Locomotive for British Railroads.

trucks and tractors. As it was impossible, on account of the Bolshevik revolution, to deliver all of these Decapod locomotives to Russia, one hundred of them were converted for temporary use at home and were purchased by the United States Government. The gasoline locomotives, when properly used, emit practically no smoke, and for this reason are well adapted for trench service, as they are

less conspicuous, especially during the day, than steam locomotives.

The French Government, late in the summer of 1914, sent a mission to the United States to make certain purchases. On November 3d the mission received cable instructions to purchase twenty tank locomotives of a gauge of 60cm. (1 foot, 11⅝ inches), and on November 21st they were all completed and shipped. Other orders followed in rapid succession.

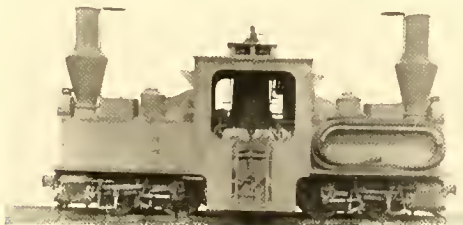
With the advent of trench warfare, during the winter of 1914-15, it became necessary to develop a vast system of narrow-gauge railways on the west front in order to handle troops and supplies. These lines were built by the French to a gauge of 60cm., which was later adopted by the American and British armies. The track was so built



For the Russian Railways.

that it could be quickly laid or shifted to meet sudden requirements. For this work, the French Government purchased 230 locomotives of a special type known as the Pechot, of French design, and built throughout to the metric system.

Carried on two steam-driven trucks, or bogies, these locomotives have unusual flexibility and excellent track-riding qualities. In addition to the above orders, the French Government purchased a large number of gasoline locomotives and also several fireless steam-storage locomotives. In this latter type, the boiler is replaced by



Built for the French Government.

a cylindrical reservoir, which is charged with hot water and steam at high pressure from a stationary plant. The pressure of steam is reduced before it is used in the cylinders, and as the steam is drawn off the water in the reservoir gradually evaporates until the pressure is lowered to a point where recharging is necessary. Locomotives of this type are built for use about explosive plants and in other localities where all fire risks must be entirely eliminated.

In addition to the orders enumerated above, The Baldwin Locomotive Works built heavy freight locomotives of the Mikado (2-3-2) type for the Paris, Lyons & Mediterranean Railway and for the Nord Railway. These locomotives have balanced compound cylinders and were designed and built in accordance with French practice.

At the outbreak of the war the British Government, in addition to using French equipment, ferried across the Channel several hundred locomotives taken from service on the British railways. As the operations of the British armies in France increased, however, Great Britain became a heavy buyer of American locomotives, the great majority of which were ordered from the Baldwin plant. The total number contracted for was 960, of which 495 were of a gauge of 60cm. (type 1-6-0) and the remainder of various types and of standard gauge.

From the summer of 1917 until the termination of hostilities the United States Government entrusted The Baldwin Locomotive Works with what were probably the largest and most urgent locomotive orders ever placed in the history of locomotive building. The first of these orders was received on July 17th and called for 150 standard gauge locomotives of the Consolidation (2-3-0) type. A remarkable record was made in shipping these locomotives, as the first one was completed on August 10th and the last on October 1st. Subsequent orders included large numbers of similar locomotives which became popularly known as "Pershing engines." A number of these were transferred while under construction to the French Government.

Through the energy and initiative of S. M. Felton, Director General of Military Railways, and his mechanical aide, Colonel Milliken, an interesting method was developed of shipping the Pershing locomotives to France, erected complete with the exception of the smoke-stack, cab and a few other details. The locomotives and tenders were placed in the holds of the vessels on their own wheels and when unloaded at St. Nazaire, France, were prepared for service with but little delay. This was a matter of importance, especially during the last few months of the war; because as the Allied armies advanced and the Germans receded, the transportation requirements of the former naturally increased and the need for additional locomotives became more and more urgent. Had it been necessary to carry active military operations far into Germany, the need of additional locomotives and railway equipment would have become still more pressing. At the conclusion of hostilities, the building program of The Baldwin Locomotive Works called for the completion of 300 Pershing engines per month; and in consideration of the difficulties in obtaining materials promptly and in securing an adequate supply of labor, the record made in the construction and delivery of these locomotives was unprecedented. In addition to the Pershing engines, orders from the Government included narrow-gauge steam locomotives of the 2-6-2 type, and three sizes of gasoline locomotives, the largest of standard, and the other two of narrow gauge.

Thus Philadelphia-made locomotives served on the western front. There is little doubt that when General Allenby and his men freed Palestine from the Turks, it was a Baldwin engine that was pulling up from Jaffa to Jerusalem, bearing not American tourists but American relief supplies as well as ordnance and munitions for the Allied forces.

Summarizing the shipment of locomotives from Baldwin's to all belligerent countries, including our own, the following figures are given:

Broad-gauge steam, various types.....	3,216	
Narrow-gauge, steam, various types.....	1,116	
Broad-gauge, gasoline.....	20	
Narrow-gauge, gasoline.....	1,139	5,551

The Baldwin products which were supplied to the Allied governments were not confined to locomotives, as orders were taken for the machining of a large number of shells, varying in caliber from $1\frac{7}{16}$ inches to 12 inches. These shells were furnished to the British and French governments. They were manufactured in such of the locomotive shops as were available for the purpose, and also in new shops specially built and equipped for this kind of work.

In connection with the manufacture of shells, mention should be made of the construction, in 1915, of two large plants on the Eddystone property of The Baldwin Locomotive Works. One of these plants was leased to the Remington Arms Company of Delaware, afterwards acquired by the Midvale Steel and Ordnance Company (Eddystone Rifle Plant), and was first used for the production of Enfield rifles, model of 1914, for the British Government. Subsequently the plant manufactured rifles for the United States Government, .300 caliber, U. S. model 1917. The capacity finally reached more than 6,000 rifles per day, and the plant supplied nearly two-thirds of all the rifles used in combat by the American Army in France. This was a notable achievement, and the capacity of the Eddystone Plant at the termination of hostilities exceeded that of any other rifle plant then in operation.

The total number of rifles manufactured at the Eddystone rifle plant was approximately 2,200,000.

The second plant referred to was erected as a result of the receipt of large orders for complete ammunition from the British Government. This ammunition was manufactured by the Eddystone Ammunition Corporation, a company organized for the purpose by S. M. Vaucelain, and owing its existence to his energy and directive ability. The operations of this company were satisfactorily terminated in 1917. The United States Government requested at this time that the equipment and machinery of the company be kept fully employed in its service. A new corporation was accordingly organized under the title of Eddystone Munitions Company, and to it was leased the property formerly occupied by the Eddystone Ammunition Corporation. The new company manufactured large quantities of ammunition for the United States Government, and continued in operation until after the signing of the armistice. Its entire capital stock was owned by The Baldwin Locomotive Works.

The plants leased to the Midvale Steel and Ordnance Company and the Eddystone Munitions Company were so designed that the buildings could, at the expiration of the leases, be utilized as locomotive shops. The construction of these plants and the results achieved through their operation constitute one of the great industrial achievements of the war.

SHELLS

Including those manufactured by the Eddystone Ammunition Corporation and the Eddystone Munitions Company:

3-inch shrapnel	2,300,000
75 mm. shells..	2,351,553
4.7-inch shells	225,399
5-inch shells	150,281
6-inch shells..	1,068,157
12-inch shells	112,553
12-inch forgings	9,000
220 mm. shells	213,615
270 mm. shells	131,795
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Total number of shells	6,565,355
Cartridge cases	1,363,900
Miscellaneous ammunition items	1,905,213

RAILWAY GUN MOUNTS

Among the most interesting products of The Baldwin Locomotive Works since the entry of the United States into the war, have been the railway gun mounts for the United States Navy. These mounts were built to carry 11-inch rifles, 50 calibers in length, which had been furnished by the Navy. The complete designs of the mount were prepared at the United States Naval Gun Factory, Washington Navy Yard. The mounts were erected and the guns assembled with them at the Eddystone Plant of The Baldwin Locomotive Works. The first five mounts were ordered on February 18, 1918; the first one was completed and shipped to Sandy Hook Proving Grounds on April 25th, and the last on May 23, 1918. These mounts were shipped to France by the Navy, and were effectively used in action against the German lines of communication for several weeks prior to the signing of the armistice.

When firing at low angles the entire weight of the gun is carried by the trucks; but when firing at angles of from fifteen to forty-five degrees, a structural steel foundation surrounding a pit is necessary for the purpose of absorbing a portion of the shock, and also providing room for the recoil of the gun. The weight of the gun is transferred to the foundation by means of jacks. These foundations were also supplied by The Baldwin Locomotive Works.

An improved type of mount for 11-inch guns was built subsequent to those just described. In this type no separate foundation is necessary, as the gun can be fired at angles up to forty-three degrees without relieving the supporting truck of its weight.

The Baldwin Locomotive Works has also been engaged in the construction of 7-inch "caterpillar" mounts for the United States Navy. These mounts have broad caterpillar treads, similar to those used on tractors, which are designed to operate over rough roads and soft soil. They were designed at the United States Naval Gun Factory; and The Baldwin Locomotive Works contracted to furnish them complete with the exception of the gun and breech mechanisms, which were supplied by the gun factory.

This mount complete with gun weighs about 72,000 pounds, and the bearing

pressure under the treads is approximately ten pounds per square inch. The guns are transported in the field by means of Holt tractors of 120 horsepower.

In addition to building complete mounts, The Baldwin Locomotive Works constructed several styles of railway trucks for gun and howitzer mounts. At the time hostilities closed, preparations were being made for the manufacture on a large scale of heavy tanks equipped with Liberty motors. These were intended to destroy the wire defenses and machine gun nests put up by the Germans in their retreat. After the signing of the armistice, however, the order for these tanks was canceled.

14-inch railway mounts.....	11
Foundations for 14-inch mounts.....	20
14-inch railway mounts, improved type.....	2
7-inch caterpillar mounts.....	38
Trucks for gun and howitzer mounts, sets.....	5

The aggregate value of the war contracts executed and delivered by The Baldwin Locomotive Works and its associated companies, the Standard Steel Works Company, the Eddystone Ammunition Corporation, and the Eddystone Munitions Company, was approximately \$250,000,000.

COMPARATIVE DATA OF THE BALDWIN LOCOMOTIVE WORKS

As of September 1, 1919 and 1913

Based on Capacity of 3,000-3,500 Locomotives per Year, 1919

	PHILADELPHIA	
	1919	1913
Shops.....	1,975,057 square feet	1,699,423 square feet
Offices.....	193,777 square feet	138,397 square feet
Yardage.....	115,535 square feet	81,990 square feet
Garage.....	17,904 square feet	None
Stables.....	12,684 square feet	12,684 square feet
Dwellings.....	50,192 square feet	50,492 square feet

TOTALS.....	2,365,149 square feet	1,985,986 square feet
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Increase, 1919 over 1913, of 379,163 square feet.

	1919	1913
Acres of ground — Philadelphia.....	19.332	17.812
Eddystone.....	596.38	225.59
Floor space — Philadelphia.....	54.4	45.5
Eddystone.....	88.6	18.6
Number of men employed.....	21,500	19,000
Horsepower employed — Steam.....	16,700	14,890
Oil.....	3,100	4,850
Horsepower electric motors employed for power transmission.....	57,100	27,624
Number of electric lamps — Incandescent.....	14,000	8,900
Arc.....	None	1,590
Number of motors in service.....	3,450	2,355
Electric power purchased.....	8,500 h.p.	.....
Consumption of coal in tons, per week.....	1,200	3,850
Consumption of fuel oil in gallons, per week.....	175,000	125,000
Consumption of iron and steel in tons, per week.....	6,500	6,000
Consumption of other materials in tons, per week.....	3,000	2,500
Number of machines.....	12,800	6,829

EDDYSTONE

Track	25 miles	11 miles
Buildings (costing \$1,000 or more)	185	25
Boilerplants	5 (85 Boilers)	2 (21 Boilers)
Standard-gauge cars	13	16
Narrow-gauge cars	73	31
Cranes (power)	117	75
Standard-gauge locomotives	11	1
Narrow-gauge locomotives	6	3
Locomotive cranes	20	8
Oil lines	11½ miles	None

THE BETHLEHEM STEEL CO.

The Bethlehem Steel Co., before its first European order came, in the autumn of 1911, had been at work for years on gun forgings, gun mounts, disappearing-gun carriages, finished guns, firing mechanisms, shields, battleship barbettes and turrets, coast-defense mounts, armor-piercing projectiles, field carriages, limbers, caissons, armor plate for battleships, and battery range finders. Every process in the production of war material was undertaken by its organization, from the mining of the ore in the Chilean hills and its shipment northward, through the Panama Canal, to the camouflaging of the completed cannon after a series of metallurgical and mechanical operations. In addition to its contract engagements it was in effect an immense ordnance college, providing trained men—superintendents and foremen—for other gun, shell, and machine plants. With a working force quadrupled in four years, it was necessary to house its men in towns from twenty to thirty miles distant and to guarantee railroad trains and arrange a special trolley service to transport them to and from their tasks.

For the entire war, including the interval before April 6, 1917, the steel plants of the Bethlehem Corporation shipped to the U. S. Army or to the Allies, 3,570 finished guns, 7,582 finished gun carriages, limbers and caissons, 599 finished naval gun mounts, about 11,000 forgings for guns, 18,178,000 rounds of complete field-gun ammunition, 1,710,000 projectiles for ammunition, 9,527,000 pounds of air-flasks for torpedoes, 69,110,000 pounds of armor plate, and 897,000 gross tons of shell steel. Finished and unfinished, the gun product of this plant amounted to about five-sixths of the entire artillery equipment of the German Army at the height of its power in the early summer of 1918.

The company conducted loading at Bedington, Pa., at New Castle, Del., and at Mays Landing, N. J. The latter plant was built to order for Ordnance. The other two had been working for the Allied Governments. The Bedington plant turned out 106,000 shells of 9.2-inch caliber, 116,000 shells of 8-inch caliber, and 1,000 shells of 210-millimeter caliber. On the 9.2-inch shell, it reached a capacity of 1,000 per day. There was a labor force that reached about 700. The New Castle plant made 350,000 pounds of tetryl and loaded 3,500,000 boosters and 85,000 10-inch and 12-inch shells. Its maximum number of employes was about 1,100.

The plant at Mays Landing was begun in the middle of April, 1918, and within ten weeks, the first 155-millimeter shells were loaded. Two thousand workmen were employed and the plant had a daily loading capacity of 25,000 shells of 75-millimeter caliber, 12,000 shells of 155-millimeter caliber and 4,000 of 8-inch or larger caliber.

BLAISDELL PENCIL COMPANY*

Even a lead pencil helped win the war. On the day war was declared in April, 1917, the Blaisdell Pencil Company of Philadelphia offered its facilities to the Government. The humble lead pencil played a part in munition plants everywhere in Government offices, where countless thousands plied them daily, and in the fast-filling camps and on shipboard for the soldiers who wanted to write home. In addition to the ordinary usage of the pencil there were many unusual kinds of pencils sought after by the Government; special pencils for many purposes that are unknown to the average person.

At the beginning of the World War certain colors and ingredients necessary in the manufacture of pencils, crayons, and marking materials had been imported, among them a number from Germany. In fact, most of the leads used in pencils were foreign productions, being placed in the familiar wooden casing in the various pencil plants in the United States.

The Blaisdell Pencil Company has been in business since 1893, and its products and its slogan, "Nick and Pull," are familiar in every clime. When conditions in this particular field of manufacture were chaotic and the need of pencils became acute, the Blaisdell Company placed their staff of chemists and experts on their hardest task. Suffice it to say that in sixty days' time they were able to declare themselves independent of any foreign source of supplies or equipment. Their machines were built by their own men, and their colors and raw materials prepared in their own laboratories here in Philadelphia.

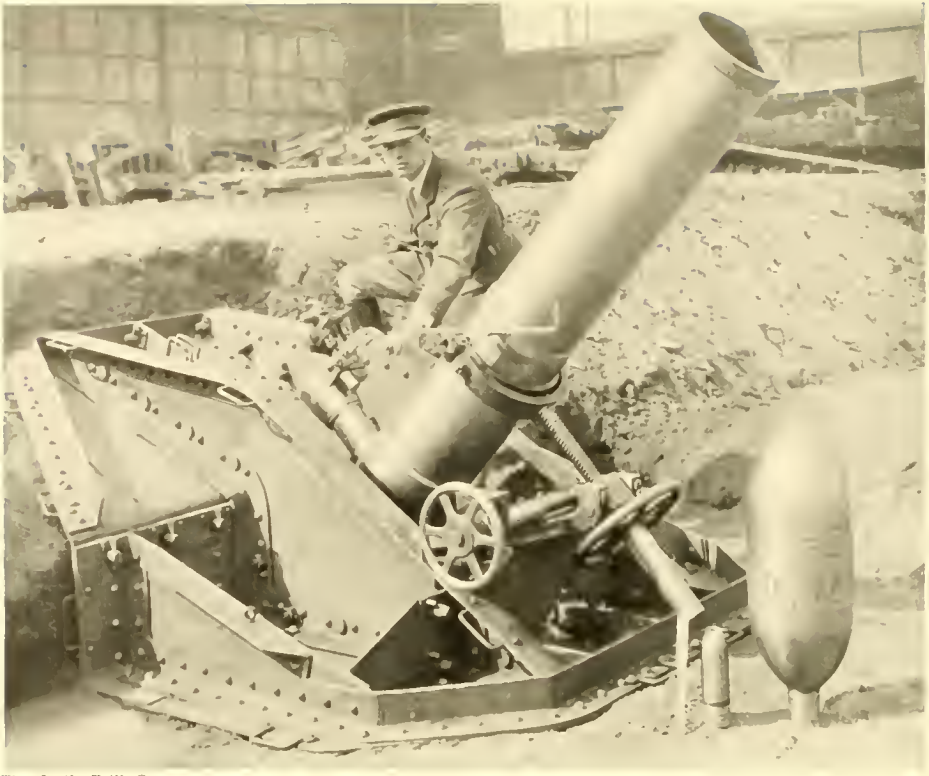
One of the first calls on the Blaisdell Pencil Company came from the American Red Cross. They wanted pencils for the doctors and surgeons which would mark on the skin. Skin-marking pencils are widely used by the medical profession in diagnosing, operating, etc. But skin-marking pencils had never been made in the United States. They had always been a product of Germany, and since the war had been on for nearly three years, the supply of skin-marking pencils was exhausted. The need was urgent. The supply was nil. The American Red Cross asked that a supply of red and blue skin-marking pencils be delivered at the docks in New York City for shipment to France in twenty days' time, and the Blaisdell Company accomplished the task.

The field medical supply depot requisitioned large quantities of Blaisdell wax pencils. These pencils are used for marking on china, glass, metal and all polished surfaces.

Later there came a demand for another German product which had never been made in the United States. And this demand came from the chemists, the scientists and the laboratory workers of the United States. They wanted a pencil with which they could mark a beaker or retort or glass, and place it in the laboratory fire, and after heating or burning to a high degree, still have the mark remain. The Blaisdell Company successfully produced this highly technical article and it, too, has already become a staple article in the Blaisdell Company's manufacture.

So, while many have made their mark in the Great War that is over, the same may truly be said of the products of one of Philadelphia's well-known industries, the Blaisdell Pencil Company, whose products are not only "Made in America," but also one more indispensable article "Made in Philadelphia."

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The J. G. Brill Co.

Eleven-inch Trench Mortar.

THE J. G. BRILL COMPANY

FOUR YEARS' WAR PRODUCTION

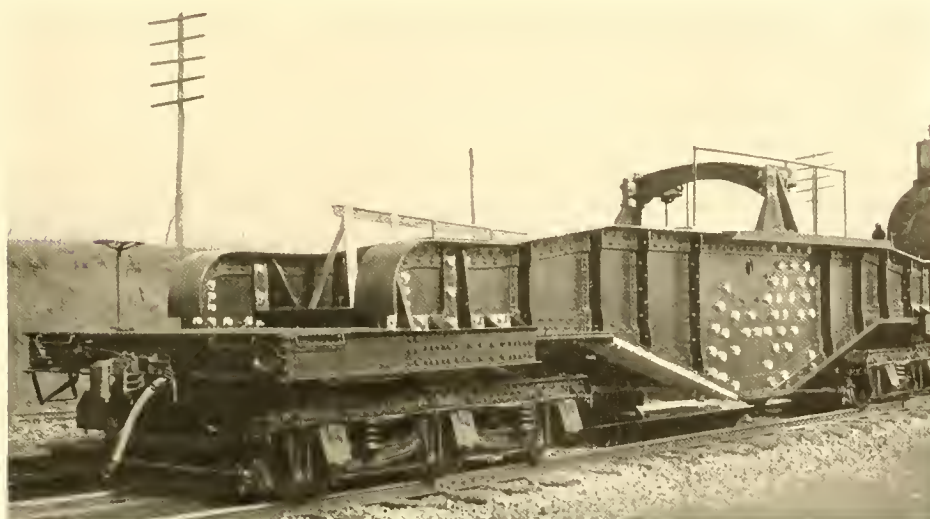
One prominent Philadelphia concern which early diverted its facilities to the production of implements of war was the J. G. Brill Company, whose plant located at 62d Street and Woodland Avenue, has been engaged for many years in the production of electric railway cars and trucks. It was readily recognized that the thirty-acre plant of the Brill Company, and its steel and woodworking machinery, necessary for the production of its peace-time products, were admirably adapted to the production of a wide range of products essential in the conduct of war.

Soon after the outbreak of the World War in 1914, and before our Government had entered the conflict, the Brill Company contracted with the Russian Military Commission visiting this country for the construction of various types of automobile bodies, including motor lorries, portable machine shops, portable kitchens and storage vans. Similar equipment was subsequently built for the British, French and Belgium governments. These, however, took but a portion of the facilities of this large car building plant and the company quickly adapted itself to the production of three and six-inch high-explosive shell forgings for Russia and Great Britain. Subsequently, a large contract was obtained from the Ordnance Department of the United States Government for 4.7-inch shell forgings for delivery to the Frankford Arsenal, Philadelphia.

During the year 1916 when our troops were ordered to the Mexican border, in view of the disturbance across the Rio Grande, the Brill Company furnished a large number of automobile bodies to accompany them. Transport bodies, ambulance and portable machine shop bodies were included in this equipment.

When the United States Government entered the war in April, 1917, it quickly availed itself of the facilities of the Brill Plant for the construction of a very wide range of products. Nothing was too large or too small for this company to handle. It is, therefore, sufficient to say that included among the various equipments built by this company for the United States Government were the following:

Motor truck bodies of various designs, including repair trucks, hoisting bodies, telephone bodies, machine shops, work shop bodies, printing press bodies for carrying six-color presses for turning out officers' daily maps, radio tractors, service trucks, stake bodies, and several designs of ambulance bodies, signal corps wire carts, six-horse battery wire reels and carts, 24-inch portable searchlights, a 60-



The J. G. Brill Co.

Sixteen-inch Howitzer Railway Mount.

inch portable searchlight mounted on a 30-foot revolving tower on a standard railroad flat car, engineers' tool wagons, saddlers' chests, carpenters' chests, meat racks, 16-inch howitzer railway car mount, firing platforms, trench mortars, 8-inch howitzer limbers, United States Liberty motor cylinder forgings, and 3-inch, and 4.7-inch high explosive shell forgings.

The first contract which the Brill Company received for a 24-inch portable searchlight outfit, called for the development of a satisfactory limber for carrying the power plant, consisting of a gasoline engine and direct-connected generator of about 5-kilowatt capacity, and a caisson for carrying the elevating tower and searchlight, as those previously developed did not satisfactorily meet the requirements.

One of the largest Government contracts executed by this company was for some 2,400 six-horse battery wire reels and carts for the Ordnance Department. This is another type of equipment which had to be developed and tested out before

production in quantity was started. These outfits, in addition to carrying the field telephone wire for use in communication between field batteries, consisted of the field battery communication, range finding, shot plotting, and fire control equipments. This large contract, in particular, was responsible for the expansion of the company's plant in the erection of new buildings in which several thousand men were employed, and many new tools and equipment were purchased in order to properly execute it.

Early in 1918 the plant of the Brill Company was busily engaged in practically 100 per cent war material production, including large orders of cars and trucks for the Emergency Fleet Corporation, for transportation of employes to and from shipyards, and had contracts with practically every bureau of the War Department. In fact, the company established an office in Washington which closely cooperated with the Government in connection with the various details pertaining to these contracts. This greatly expedited production and enabled the Brill Company to complete most of the contracts which it had made with the Government for war material. Through this close cooperation with the various departments of the service, as its facilities were so varied, the company was asked at various times to furnish minor items of equipment which were required for quick delivery. These consisted of carpenters' chests and saddlers' chests for the Ordnance Department, tent squares for the tops of tents for the Quartermaster's Department, supply wagons for searchlight troops, repair wagons for the Medical Corps, tent slips, adaptors for 12-inch shells, heavy tool wagons for Engineers, and numerous items of small parts of equipment.

The executives of the J. G. Brill Company during the war were: Samuel M. Curwen, President; W. H. Heulings, Jr., First Vice-President; J. W. Rawle, Second Vice-President; Henry C. Esling, Secretary; Edward P. Rawle, Treasurer; Fred W. Brill, Assistant Treasurer; and R. B. Liddell, General Manager.

EDWARD G. BUDD MANUFACTURING CO.

The steel helmet, or "Doughboy's Iron Lid" of World War fame, was one of the many articles of equipment designed for the American Expeditionary Force produced by the Edward G. Budd Manufacturing Company, Philadelphia, Pa.

In August, 1917, work was begun and the first shipment made within a period of four weeks, during which time the proper grade of sheet steel was purchased, and dies designed and built to press the sheets into the proper shape to fit over the head.

The material used was a high grade manganese steel, which was received at the plant in square sheets 16 inches by 16 inches. Every sheet was immediately subjected to a breakage test by impressing in one corner a small ball-shaped punch. If the metal broke under the punch the sheet was rejected, but if the sheet showed a sound cup-shaped depression, it was passed on to a double action press, in which the punch drew the flat sheet into the die and formed the bowl or helmet shape.

The next step involved the trimming die, which cut the rim to proper size and shape. A metal edging was then put around the rim to cover the raw edge of steel left by the previous trimming operation, and electric welded at the joint. The edging was then clinched securely to the helmet under a press.

Holes were then pierced in the helmet to receive the rivets for holding the

lining as well as the loops on both sides to receive the chin straps. The loops were attached by riveting in a small punch press. After buffing the welded joint of the edging to make a smooth finish, the manufacturer's identification number was stenciled on, and every helmet submitted to the inspector for rigid examination.

The United States Government maintained a corps of inspectors at the works who would pick out a certain number of helmets, approximately one in every fifty, for a ballistic test. This was accomplished by attaching the helmet to one end of a 10-foot pipe, 6 inches in diameter, in such a position as to receive a blow on its convex surface. At the other end of the pipe a .45 caliber army revolver was mounted. The bullets would make an indentation in the helmet of from $\frac{1}{4}$ inch to $\frac{3}{4}$ inch deep without breaking the steel, and would often rebound the entire length of the 10-foot pipe to the revolver mounting.

After passing inspection, the helmets were loaded on trucks, and delivered to the Ford Motor Car Company, Broad Street and Lehigh Avenue, Philadelphia, where they were painted, had the linings attached, and were packed for shipment.

The Budd Company shipped a total of 1,160,829 helmets, and when the war operations ceased had orders on their books for approximately a million and a quarter more which was subsequently canceled.

FORD MOTOR COMPANY*

From the triangular-shaped, ten-story Ford plant, at the corner of Broad Street and Lehigh Avenue, there was shipped every steel helmet sent abroad to the American forces. Every doughboy of the millions that helped to hurl back the German horde has reason to thank the Philadelphia branch of the Ford Motor Company for whatever portion was allotted to him of the 2,749,600 steel hats that deflected many a death-dealing bullet and saved many an American life.

In the experimental field also, the Quaker City plant did its share of the work. When the War Department endeavored to produce a further safeguard for our soldiers abroad, namely, the eye-guards, 35,622 were manufactured at Broad Street and Lehigh Avenue. A body armor that recalled bygone martial days, 10,000 suits of it were also assembled, enameled and shipped from the local plant of the Ford Company.

All of the foregoing does not take into account some 384 Ford machine gun trucks that were thoroughly repaired, overhauled and shipped abroad to the American fighting forces.

NO PROFIT TO ACCRUE

In considering the work done by the Philadelphia branch on its various helmet and other contracts, the distinctive fact must be borne in mind that it was all accomplished under Henry Ford's specific instructions that no profit was to accrue from any of the work performed.

Before the Philadelphia Ford branch was approached by the Government officials as to its willingness to undertake helmet contracts, the lowest bid tendered by other concerns was thirty-one cents per helmet.

The contract for the first million helmets was drawn with the understanding that the maximum price would be thirty-one cents per helmet, but that if the production cost proved less, the difference would be refunded to the Government.

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Completion of the 1,000,000 helmets showed the cost to be \$.1036 per helmet, a saving of \$.2064 per helmet, or a total saving of over \$197,000 on 955,516 helmets delivered on the first contract.

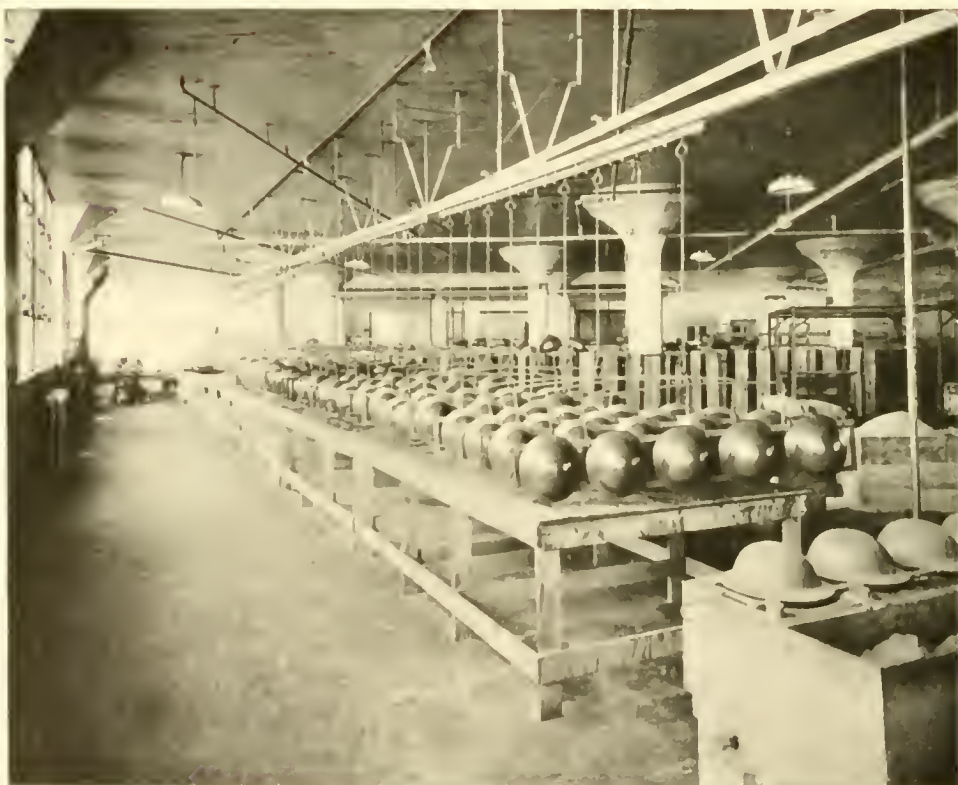
During peace times and previous to America's entry into the war, each day at the Philadelphia Ford branch saw the building of tops, bodies and the painting and upholstering operations for the assembling and shipment of 150 complete Ford automobiles.

Among the Ford equipment at the plant was a highly developed special department, where fenders and body stock received treatment that transformed them from the raw steel units, such as individual fenders and completed bodies, to the enameled and highly polished finished products that enter into completed automobiles. In doing this work, among other equipment, a battery of the largest and most carefully constructed ovens in the East figured as most important.

PLANT INVESTIGATION

September, 1917, after an investigation of the enameling equipment in this section of the country, by several representatives of the Ordnance Department, had produced no definite results, the Philadelphia branch of the Ford Motor Company was visited and inspected by these same Government officials.

A quick survey of the facilities there promptly convinced them that the plant's



Finishing Steel Helmets at the Ford Plant.

enameling equipment and general efficiency methods employed made it by far the most likely firm that could entirely fulfill their requirements.

They accordingly requested the local Ford Manager, Louis C. Block, to accept a contract for the enameling and sanding, the fitting and riveting of the headgear inside of the steel helmets.

They stated their needs called for 7,200 helmets per day, a production, in their opinion, that would necessitate two working shifts a day. As a matter of history, as soon as production was started, the Ford staff exceeded this production by a big margin and by working only one shift per day.

As the armed forces of the country were increasing in excess of 7,200 per day, a production of 15,000 helmets per day was soon called for. This production was reached, notwithstanding that all such helmet work was entirely new to this country. New methods and equipments had to be developed.

Under the original specifications, the helmets were first painted, then sprinkled with sand and baked, after which they were finally repainted and baked again. The reason for this utilizing sand was to prevent the possibility of sheen on the helmets while worn by soldiers, thereby reducing visibility.

After numerous experiments, it was suggested that sawdust be substituted for the sand, as this substance was not only much more effective in producing the desired result, but when scraped from the helmet did not expose points of shining metal. Subsequently, specifications were changed accordingly.

The steel helmets were arranged in racks of ten, and during the entire operation of painting, sawdusting by a specially devised contrivance, repainting and baking, this series of ten units was maintained.

The assembling of the headgear inside the helmet was the next step in their production. Owing to the lining requirements, the question of packing the units for overseas shipment developed into the greatest obstacle to rapid production.

It was found that nine minutes were required to pack each box of twenty-five helmets. Experimentation again brought startling results. A compressed-air packing machine was devised and this same work was now performed in about thirty seconds.

General Pershing was continuously calling for more and more helmets. Officers of the Ordnance Department consequently approached the Ford plant, asking if it were possible to still further increase production.

When advised that production had now reached the stage where it was only a question of receiving the necessary material to reach almost any figure necessary, they promptly stated they would see to it that the materials were supplied.

A steady stream of material permitted an increase to 10,000 helmets per day. At this stage the local plant, if called upon, could have reached a maximum production of 75,000 helmets per day.

It was just about this time that the armistice was declared. The Ford Company still had contracts for the completion of almost 2,000,000 more helmets. Notwithstanding this, they immediately informed the Ordnance Department that they were willing to release the Government from the contracts, which offer the Ordnance Department quickly accepted.

While engaged on the helmet contracts, the War Department, in December, 1917, collected from all the National Guard regiments, mustered into the regular army, 334 Ford machine gun trucks. All of these trucks were shipped to the local

plant of the Ford Company and were put into first-class condition as speedily as received and shipped abroad to the waiting fighting forces.

EYE-GUARDS AND BODY ARMOR

About this time the Engineering Bureau of the trench warfare section of the Ordnance Department was engaged in experimental work on eye-guards and body armor. At the request of the official in charge of this work, a contract was awarded the Ford plant to paint, assemble and pack for shipment over 35,000 eye-guards, 5,000 suits of front body armor and 5,000 suits of back body armor.

Being work of purely an experimental nature, changes of specifications were numerous, causing unforeseen delays. Nevertheless, the job was completed to the entire satisfaction of the Engineering Bureau.

To summarize, the following was the contribution of the Philadelphia Ford plant towards the winning of the world conflict:

Steel helmets, 2,719,600; eye-guards, 35,622; besides 5,000 suits of front body armor, 5,000 suits of back body armor, 384 machine gun trucks repaired.

ABRAM COX STOVE COMPANY*

At the time this country entered the war in April, 1917, the Abram Cox Stove Company was engaged in producing the well-known Novelty line of boilers, furnaces, ranges and stoves and Fortune gas ranges and gas water-heaters, the only product this Company had manufactured since it was established in 1817.

The first war-time contract executed was the supplying of room-heaters to the various cantonments in the early fall of 1917. Similar heaters were used to heat the various cantonment buildings and were used in large numbers. They provided ample, healthful heat for the "boys." All goods ordered by the Government for this purpose were manufactured and shipped on the dates specified. Shortly after supplying the room-heaters to the cantonments, the Company received orders for supplying furnaces and ranges in the homes, then in course of construction by the Emergency Fleet Corporation, and practically all of these homes in this locality and the surrounding section are equipped with "Novelty" apparatus. At the same time many hundreds of heating stoves were being shipped to various shipyards, munitions and ordnance plants in various sections of the country, all deliveries being made on the dates specified by the Government.

Later, orders began to be received from various shipyards for castings for ship parts from anchor works; for chain dies castings to be used in ordnance buildings; parts for nautical instruments; equipment for powder mills, and orders from other shipyards for torpedo-boat fittings.

Various other manufacturers, having heard of the excellent quality of the Company's casting, sent orders for machinery to punch ship plates, parts for nitrate plants, castings to repair Government automobile trucks, ordnance machinery, airplane parts. In fact, practically every branch of war-work requiring gray iron castings was represented in the orders.

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Many thousand airplane marker bombs were made for a large local concern, where they were machined and furnished for army ordnance.

An order for a different kind of work was for a number of ethylene tubes to be used by one of the arsenals for making "mustard gas." These tubes weighed about 1,400 pounds and were nearly 10 feet long, about 14 inches in diameter and 1 inch thick. In order that they would properly perform the work required of them it was necessary that the castings should be free from all flaws and defects. After carefully testing the iron used in the work, the arsenal officers awarded the Company the order for these castings. In exactly one week after receipt of the order it had made pattern core boxes, necessary flasks, and produced several castings of a piece that it was thought could not be produced in a very much longer time.

Another line of war activity which was also brought to a finish before the completion of the signing of the armistice was the preparation to produce Newton-Stokes trench-mortar shells in large quantities.

Much time and effort had been spent, and a very considerable amount of expense incurred by this Company, in devising and perfecting a method of producing these shells rapidly and accurately, and experiments proved the method a success, but the termination of the war rendered further work in this line unnecessary.

The Abram Cox Stove Company also assisted in producing foodstuffs by supplying castings to several manufacturers of agricultural machinery.

DAY & ZIMMERMANN, INC., ENGINEERS

Condensed to few words, the war activities of this large Philadelphia engineering organization included work for the Army, Navy, Shipping Board and for the Alien Property Custodian, as well as for industrial establishments in various lines of industry to enable them to meet the needs of war production. The work embraced a wide range of engineering activity and was carried through at various points in the country.

In quite another connection, this engineering organization contributed direct and material aid to war-time industry in the supply of electric power by the many public utility properties under Day & Zimmermann management, in some seven States. Besides, there was the supply of energy to Army camps. To this should be added the large part played by one of these electric generating systems, that of the Penn Central Light & Power Company, in the supply of power for Pennsylvania coal mining, the power generated by this system being responsible for the yearly output of about seven million tons of coal.

Conservation of fuel in New England mills was another line of activity. Through the application of engineering betterments in textile plants, radical fuel savings were effected. In this particular work the interest of the Federal Fuel Administration was secured and favorable priorities obtained for industrial power plant apparatus.

To increase power facilities at a time when these plants were hard pressed for additional capacity, this engineering organization carried through both expansion and development work at various points in public utility power plants.

In their retained capacity by the War Department, Day & Zimmermann, Inc., were the supervising engineers during the construction of the United States



U. S. Army Supply Base at Greenwich Point.

Army Supply Base at Philadelphia, situated on the Delaware River at Greenwich Point. This port terminal development, comprising the largest piers in the port of Philadelphia, has warehouse storage capacity for 115,000 tons of cargo, or the equivalent of the contents of a freight train over fifty-five miles long.

Along the wharves at the Army base, there can be accommodated at one time seventeen ocean freighters of the Hog Island type, to load or unload. Some idea of the scale of this project is gained from the extent of the Government reservation set apart at Greenwich Point during the construction period, a reservation roughly twelve city blocks wide by twenty blocks long, enclosing an area to walk around which took one a distance of seven miles. Furthermore, it required fifty acres of land on which temporarily to store the mass of construction materials.

Three more examples of war-time construction will be referred to, each of a different character of engineering. The first, a forge and steel plant on a large scale; the second, a shipbuilding plant; and the third, a modern central station for an electric public utility.

1. A few months after our entry into the war the Erie Forge and Steel Company was awarded a contract for United States Navy gun forgings and destroyer shafts, and it was necessary to design and build a plant at Erie, Pa., to produce this material. Day & Zimmermann, Inc., were engaged to cooperate with the client's officers and chief engineer, and with the representatives of the Navy, in the design and supervision of construction including preparation of plans and specifications. It is noteworthy that work having been begun on November 1, 1917, the first heat of steel was poured in the open-hearth plant on May 17, 1918, a quite remarkable construction record, especially in view of the exceptionally severe winter of 1917-18.

The project comprises a complete forge and steel plant, including large open-hearth plant, forge shop, machine shop, heat treating building, large boiler plant and an electric sub-station. Office building, commissary, hospital, storehouses, police and employment building and tool rooms go to make up the complete physical equipment of a large plant.

2. The Baltimore Dry Dock and Shipbuilding Company, at the outset of the war, had two plants in Baltimore, Md., one an old ship repair yard with auxiliary shops, and the other a shipbuilding and repair plant at Locust Point, adjoining Fort McHenry. The latter yard had one dry dock and two shipways, but was not adapted to the construction of the large ships required by the Emergency Fleet Corporation at that time. It was, therefore, decided, in the spring of 1917, to erect a new shipbuilding plant for the production of the standardized cargo carriers up to 500 feet in length and 70-foot beam.

This yard had four concrete shipways and an outfitting dock to accommodate four ships at a time, together with a complement of auxiliary shops. The site selected was a reclaimed marsh, with an area of some twenty-three acres, necessitating the use of piling under all walls, column footings and heavy machinery foundations.

Day & Zimmermann, Inc., were engaged to develop a layout of the entire plant in conjunction with the shipyard's naval architect. The work by the engineers included also the checking of detailed plans and specifications for the steel work, the design of the very complex system of piping for compressed air, fire protection, cold water, salt water, etc., heating, storm water, drainage and sanitary sewage disposal systems, machinery layout, supervision of construction work, etc.

In addition to shipways, outfitting dock, shipyard buildings of steel frame construction and the handling system, including traveling revolving tower-cranes, derricks, etc., there are included as a part of the layout a boiler plant of 1,000 horsepower capacity, an air compressor plant and an electric transformer substation.

The project was designed and constructed in less than a year, the first ship having been launched on July 4, 1918.

3. After increasing its output at an extraordinary rate for several years, the Erie Lighting Company found itself confronted in 1917 with still greater demands for electric power from the expanding industries of Erie, Pa.

An admirable water front site was secured, and Day & Zimmermann, Inc., were authorized to proceed with the greatest possible speed to design a 120,000-kilowatt plant that could be built in complete sections as required. Reliability of service was the first consideration in the design of the station, and the second was overall operating economy. The latest ideas of tested engineering practice were applied throughout.

The first section of the power plant contains two turbo-generators, one of 10,000 kilowatts and one of 7,500 kilowatts capacity. Each unit represents practically a complete independent power plant in itself from coal bunkers to outgoing feeders, but cross connected at vital points with the adjoining main unit. The boiler plant contains large double-end boilers equipped with automatic stokers and every modern device for economy of fuel burning.

The operating results at this Front Street plant of the Erie Lighting Company have been very gratifying, and have even exceeded the expectations of the engineers. The plant was actually put into operation in ten months from the time ground was broken.

The above serves as some indication of the variety of demand for service made upon a large engineering organization during war time.

HELLER & BRIGHTLY*

When the United States entered the conflict, a problem of great magnitude came up for solution. Our nation had depended upon foreign sources for its optical glass and material used in the fabrication of gun-sights, range finders, periscopes, panoramic sights, naval gun-sights, telescopes and other instruments requiring lenses and prisms of optical glass. The firms of Krupp of Germany, Schott & Genossen and Skoda of Austria, practically controlled the manufacture of optical glass, which meant that these glass factories were subsidized and had developed, under governmental supervision, to their highest efficiency.

In the United States no such state of affairs existed, the nearest approach being the department for this purpose at the Naval Gun Factory, Washington, D. C., and at Frankford Arsenal, Philadelphia. If there is one science where all the rules and principles of physics are applied, it is the science of gunnery. Without these instruments of precision for computing range, velocity, pressures and elements governing successful use of artillery, the status of artillery would have remained the same as in our Civil War, when sighting or range finding was an operation depending upon the unaided human eye.

It can readily be seen that the shot that hits is the one that counts. A large caliber projectile and propellant will cost from \$500 to \$1,000 or more per shot. The sighting mechanism of a large gun may cost from \$2,000 to \$3,000. Its value depends upon its accuracy and size. It must be of absolute perfection, nothing must be left to chance or taken for granted.

When the fateful call came, "America to the Front," the firm of Heller & Brightly, for fifty years makers of optical, engineering, surveying and astronomical instruments, was in the first line of volunteers.

Not only did this firm tender all the experience, technical and professional skill which it possessed to the Ordnance Department, as well as its factory and laboratory equipment, but it also sent a large number of skilled workmen to the Frankford Arsenal to aid in developing a staff of experts there.

Previous to our entry into the World War, Heller & Brightly supplied gun-sights for the British 1.7-inch gun which, by reason of taking care of the angle of drift or deviation to the right or left of the axis of fire, made for more accuracy in fire control of this well-known piece of ordnance.

Perhaps the most important piece of work turned out by this firm was the designing and making of graduated mirror and window devices for determining the range for anti-aircraft guns.

In determining the ranges, four mirrors, 30 inches by 30 inches and 20 inches by 15 inches, are used, two on a horizontal plane at certain distances apart and two on a vertical plane. These are graduated by engraved lines intersecting at right

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angles making a series of squares. The reflection of a range shot at an airplane into these mirrors by mathematical computation gives the range and elevation to be used. These are used in all high angle firing. Our Army experts have pronounced these superior to any that have come under their observation.

The deviation of a hair's breadth in any graduation on an Army sighting instrument means a rejection. The system of leveling must be accurate, and this firm designed and perfected improvements along these lines.

In order to make the mirrors used in the spotting devices, the surfaces are required to be absolutely flat and parallel. Only about seven plates out of 200 examined fulfilled the severe requirements for accuracy. If the ground plate glass is not absolutely perfect, the reflected spot of the range shot will appear double.

Apart from this highly important device, Heller & Brightly also produced protractors and pocket extants; large bronze circles for testing gun-sight quadrants for United States Army aviation; steel scales for aviation machines and centers and handles for United States Navy range finders. About 25,000 pieces were produced for the Government.

Another testing instrument, designed by this firm, registered automatically the speed of a projectile in the bore of a gun to the 1/5000th part of a second.

JANNEY, STEINMETZ & CO.

For twenty-five years the firm of Janney, Steinmetz & Co. has been largely identified with the production of drawn, pressed and formed shapes in seamless steel, specializing in gasoline tanks for automobiles and drawn cylinders for transporting high-pressure gases and explosives.

From a pre-war experience of furnishing special materials to the Rock Island and other arsenals and in the making of drawn steel war heads for Navy torpedoes, the firm early took its place in designing and developing the tools of warfare for the Ordnance and other branches of the national defense.

The extensive use of motor trucks and tractors in the war called for designs of strong and sturdy shock-proof fuel tanks, and these were furnished of seamless drawn steel construction in large numbers for the front line automotive units and ammunition motor transport.

Development of the trench warfare requirements of the Ordnance Department quickly determined a very large need for high-test seamless steel leakless containers for the toxic gases.

The whole problem was new and the need was urgent, for without shipping cylinders to transport the gases and the smaller portable attack containers for field service the poison gases being produced in ever-increasing volume could not be carried against the enemy positions.

Janney, Steinmetz & Co. discontinued peace-time production and turned their entire capacity over to the needs of the Ordnance for seamless steel poison gas portable containers and appointed Samuel Hewes Mattson in charge of the procurement. Production was at its peak when the armistice was declared.

Use of toxic gas in cylinders was one of the new features of modern warfare and gave broad opportunity for novel design and special secret features, inspired by a knowledge of the enemy's equipment through service reports.

The Germans moved up their gas cylinders under cover of night to avoid

aerial observation and to escape drop-bomb attack, but their operations were frequently detected by the loud noise of the heavy steel cylinders banging together and clanking.

It was necessary for our Ordnance Design Section to solve the problem of a cylinder for noiseless approach, and the question was finally answered by Mr. Steinmetz, to whom U. S. patents were granted for noiseless cylinders.

After the various combinations of poison gases were transported overseas in bulk, it later became necessary to distribute the contents in small portable field carriers, known as single-man containers, to permit the entire advancing line to deliver a gas attack at the favorable moment.

These single units consisted of seamless steel tanklets, about 8 inches diameter by 18 inches long, and the total load, including the contained liquid toxic gas, averaged about fifty pounds per man.

The Janney-Steinmetz seamless steel air pressure tanks were used extensively in the Great War, as compressed air motor starters for various types of airplanes, and particularly for starting the motors of the large Navy seaplanes that patrolled the submarine infested waters of the North Sea and around the British coast.

The firm furnished large numbers of seamless drawn steel chambers for the explosive charges of the Navy depth mine that so effectively put a stop to the enemy's submarine activities and assisted in the design and production of similar units.

A new grenade patented by the Company, as to details of firing mechanism, fulminate, fuse and bursting charge, was similar to the Mills-British but, instead of a cast iron or malleable body of limited fragmentation, the outer body shell was composed of several layers of sharpened steel wire nails or dowels, greatly increasing the number of fragments.

A barb wire shooter cutter was another patent. This was a small crotch shape device to clamp onto the bayonet to bring the strands of barb wire into direct line with the bullet's course, the tremendous speed when fired cutting the steel wire and thus offering the Infantry a possible means of shooting their way through a field of wire entanglements.

A soft nose Infantry bullet with solid steel core developed a new practice by giving better penetration through alloy steel sheets, helmets, light tank armor and airplane protection plates.

In the late summer of 1918 there developed a shortage of link chain production in the United States which threatened to handicap certain branches of Governmental activities.

A conference of the War Industries Board Chain Section was called in session with representatives of Ordnance, Engineers, Navy Shipping Board, Railroad Administration and other chain users, to consider a proposition submitted by Janney, Steinmetz and associates for the making of weldless chains in long lengths in link-forming rollers from cruciform hot steel bars.

The need was urgent and the process then operating in certain Scotch and British plants was indorsed as of sufficient importance for investigation, and Mr. Steinmetz was selected to go overseas to transplant the industry to America to meet the threatened shortage of link chains.

While abroad Mr. Steinmetz was commissioned Major of Ordnance and was later assigned to the Ordnance Reserve.

During 1917 and 1918, Joseph A. Janney, Jr., was Chairman of the Industrial Section of Eastern Pennsylvania, under appointment by the Treasury Department, in the direction of the War Saving Stamp sales.

S. Hewes Mattson, W. H. McCormick, Jr., N. W. Schlater, of Janney, Steinmetz and Company, also served as executives in war work.

DAVID LUPTON'S SONS CO.

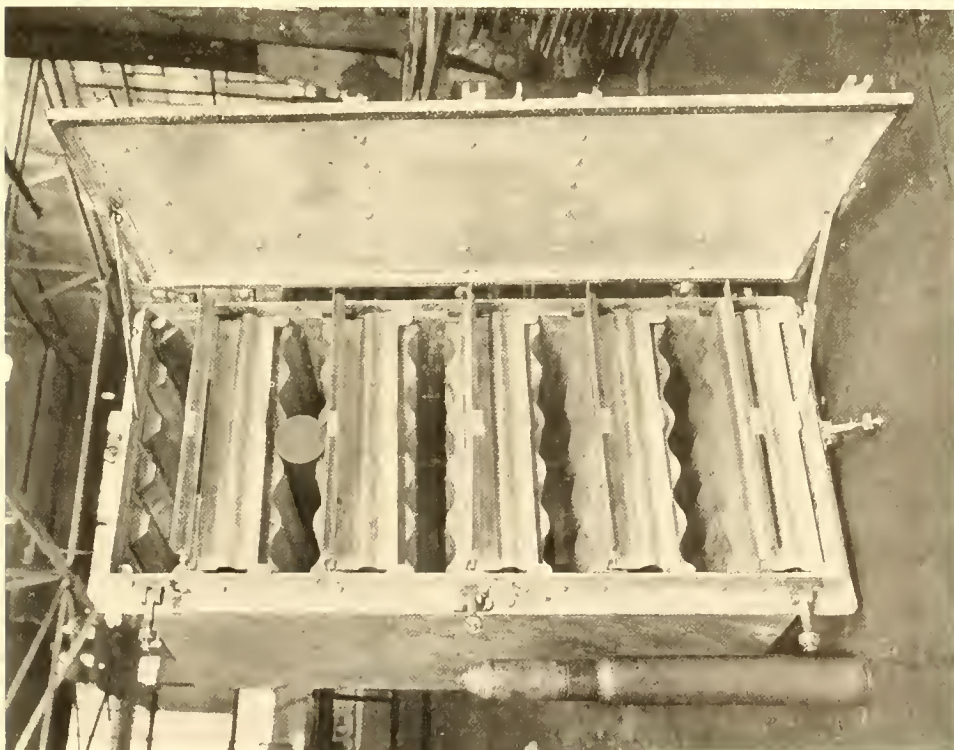
TRENCH MORTARS

From ventilation apparatus to the production of trench mortars is the story of David Lupton's Sons Co., Allegheny Avenue and Tulip Street.

About the time that America entered the war the magazines were telling about a "depraved little gun" which was making a fair amount of trouble for the front line trenches of both sides, with small expense to the trouble-makers.

That gun was the trench mortar. Originally it was just a piece of 3-inch steel tube mounted in some crude fashion so that a specially made bomb could be dropped into its open mouth. A small detonating charge at the lower end of the bomb was exploded when the bomb struck the bottom of the tube, and propelled the bomb across "No Man's Land." One man could handle it—all he had to do was to drop the bombs into the tube, one by one.

If 3-inch bombs could be tossed so easily into the enemy's trenches, why not



Ammunition Box.

larger ones? Why be limited to costly field pieces several miles behind the lines, with airplanes and observation stations and telephones necessary to tell the gunners the range, if the ammunition could be moved up by night to the front line trenches and heaved across by contrivances costing not one-tenth as much?

The Germans took all kinds of trouble to prepare three monster guns to drop 9¹/₂-inch shells into Paris at a seventy-five mile range. Reduce the range to a half mile or less, and shells of equal size could be made with much thinner walls and with explosives substituted for most of the steel.

The destructive effect of such shells would be terrific, and the cost of throwing them very small. Why not place hundreds—even thousands—of these super-bomb-throwers in the trenches, and by a simultaneous attack make miles of the enemy's line immediately untenable?

Such were the thoughts of officers. The people, of course, heard nothing of them; but it was not long after we entered the war that plans for new trench mortars, more powerful than anything yet used, were brought here from France and England, and a hunt made for concerns to manufacture them.

There were two sizes of mortars, one of 6-inch bore, the other of 210 mm., or approximately 9¹/₂ inches. The 6-inch mortar was designed for maximum portability. Portability indeed was essential for both, because they had to be moved quickly and secretly by small squads of men. It would not do to defend a trench simply for the equipment it contained, or to be obliged to abandon equipment costly or hard to replace because of a sudden attack.

The 6-inch mortar, being intended for use in the largest numbers, consisted simply of a barrel with a hemispherical seat at one end. This end rested in a bowl socket in the base plate, and three stayrods with turnbuckles tilted the raised muzzle in any direction.

The 210 mm. mortar, owing to its size and weight, was a more elaborate affair. It consisted first of a sub-base of heavy timbers. On this was mounted the base proper, built up from steel plates and structural angles assembled by riveting and oxyacetylene welding. On the base was a flat circular steel plate graduated into degrees, over which swiveled the framework or "racer" supporting the barrel. This allowed the "racer" to be aimed in any horizontal direction.

Changes in range were provided for by tilting the barrel of the racer. For this purpose the barrel was mounted on trunnions, and a pair of gears mounted on the barrel caused them to travel over stationary gear segments attached to the "racer." The effect was to elevate or depress the muzzle over the wide range of movement required.

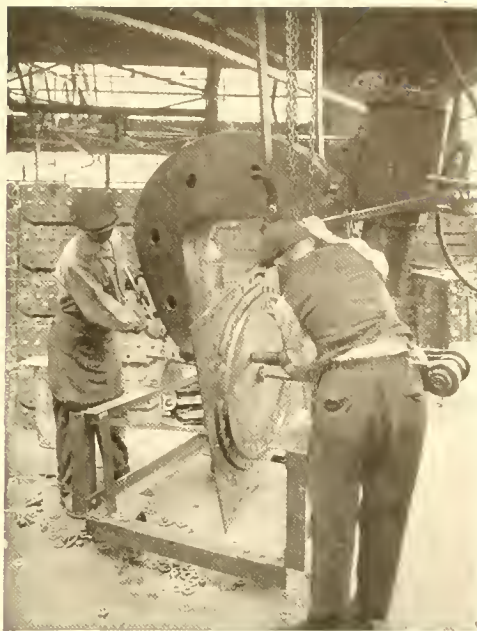
The following is a partial summary of contracts on the war program, all of which were outside of normal Lupton production. On normal production the company furnished large quantities of steel sash, doors and partitions for buildings in the Navy Yards, Government warehouses and hangars in France.

TRENCH MORTAR CONTRACTS

Three hundred and twenty-seven complete units, 210 mm. trench mortars (except barrels and carts for transportation). The Lupton contract included steel base and racer, firing mechanism, timber base and accessories. Sixty-five units 210 mm. trench mortars, including the work described above; 516 units 210 mm. trench mortars, work as described above. Contract suspended after partial com-

pletion; 500 units 6-inch trench mortars, Mark No. 1 Mortar, base and accessories furnished complete by Lupton's, except barrels. This contract was completed. One thousand five hundred and seventy-seven units 6-inch trench mortars Mark No. 1. Contract partially completed.

There were numerous improvements in design, particularly on the 210 mm. trench mortar. Changes were made as a result of firing test at Aberdeen on the French sample, and later developments in testing the first production from the Lupton plant. Other changes were made to improve structural and manufacturing conditions, which included making the base ring and plate in one solid rolled section, milled to proper dimensions. The absence of rivets reduced distortion and increased strength of base. On the 6-inch there were changes in the traversing guys and other improvements for greater stability.



Riveting Base Ring and Base Plate, 210 mm. Trench Mortar.

SHIP ACCESSORIES CONTRACTS

One hundred and ten complete uptakes and stacks for 7,500-ton ships constructed at Hog Island. The uptakes accommodate three boilers, and weigh approximately 23,000 pounds each. The stacks weigh approximately 10,000 pounds each.



Uptake and Base for 7,500 D. W. Ton Freight Carrier.

Seventy complete stacks and uptakes for 9,000-ton ships constructed at Hog Island. The uptakes each accommodate six boilers and weigh 52,000 pounds each. The stacks weigh approximately 16,500 pounds each.

One hundred and ten water-tight deck hatches, complete with fittings, for use on the one hundred and ten 7,500-ton ships which were contracted for at Hog Island. These hatches weigh approximately 1,000 pounds. Also, nine hundred and ninety water-tight doors and frames, with fittings for booty hatches and deck houses, for the same ships. These doors and frames weigh approximately 450 pounds each.

Two hundred steel anti-aircraft ammunition boxes for use on the Eagle Ships constructed by the Ford Motor Co., Detroit. These boxes were made of heavy plate and angle construction and were approximately 2 feet wide, 1 feet long and 3½ feet deep. They weigh about 800 pounds each, and were galvanized after fabrication.

Complete sets of cowls and ventilators for ten ships built by the Downey Shipbuilding Company, ten ships built by the Pensacola Shipbuilding Company and fifty ships built by the American International Shipbuilding Company.

Forty water-tight steel doors for ten ships built by the Federal Shipbuilding Company.

Besides the above, approximately 150 tons of steel shapes and plates were fabricated for the superstructures of the first lot of fifty ships built by the American International Steamship Company.

THE WAR ACTIVITIES OF JOHN LUCAS & CO., INCORPORATED

Paint and varnish, and their related products, as agencies for the prosecution of the war against the Central Powers, early assumed importance as war materials, equaled only by steel. As a protective coating, paints, varnishes and enamels were on every article used by the Army and the Navy. From the most advanced outpost in the front battle line to the training camps and war material manufacturing plants at the rear, on battleship and transport, on subchaser and cargo boat, paints and varnishes were as necessary to efficient operation as personnel, fuel and plant equipment. Without paint and varnish, motor trucks would not have been able to function, and aeroplanes would not have been able to fly. Shells, guns, every kind of ammunition, accoutrements and equipments needed paint and varnish, always as a protective coating, but often as an essential to its proper functioning as war material.

The art of camouflage, developed during the war, required paint and varnish, and many special paints and shades were manufactured to meet the demand for the protection of equipment, ships and men by this unique method of vision deception.

The experience, skill and manufacturing capacity of John Lucas & Company, Incorporated, was early in the war requisitioned by the Government, and the demands made upon the Company for war supplies in the shape of paint, varnishes, enamels and dry colors soon taxed the capacity of the plants so that a large percentage of the manufacturing facilities were devoted solely to the making of materials for war needs.

When the war created a demand for men of experience to assist in guiding the business activities of the Government, the services of the Vice-President and General Manager, Ernest T. Trigg, were given the Government. His most signal service during the war was as Regional Advisor of the War Industries Board for the Fourth Region. This duty involved important functions relating to the mobilization of the manufacturing capacities of the Philadelphia Industrial District.

Mr. Trigg also served as a member of the War Service Committee of the Chamber of Commerce of the United States, and was often called into conference by the authorities in Washington as a technical adviser on paints and varnishes, and also in matters concerning the Philadelphia Industrial District.

Other members of the staff of the Company donated their services. J. W. Lucas, the President of the Company, served as chairman of important committees in connection with all of the Liberty Loan Drives. George Johannes, another member of the staff of the Company, devoted all of his time to work in the office of the Regional Advisor of the War Industries Board for the Fourth Region. E. W. Storey, the Factory Manager, acted as a member of the advisory committee which standardized the war paint requirements.

From time to time, as occasion arose, many of the Company's other technical experts served in an advisory capacity to various boards and purchasing departments and assisted in the preparation of specifications for paints, varnishes and enamels for peculiar war uses.

In the laboratories of the factories much work was done to assist the War and the Navy Departments, the Emergency Fleet Corporation, the Housing Corporation in developing and testing out formulae, making practical tests of mixtures prepared according to theoretic specifications, and aiding in the preparation of standard specifications and standard samples. This work in collaboration with other paint manufacturers finally resulted in the preparation of a set of standard paint specifications which governed the buying of paints and varnishes for the Government war needs in all its branches. Especially important was the cooperative work done in fixing upon standard colors for use in camouflage.

When the war made it impossible to obtain many products essential to the paint industry, the technical departments of the Company concerned themselves with the development of products made from raw materials obtainable in the United States and thus not only aided war requirements, but also helped industry generally. This work related especially to dyes, chemicals and oils.

In the handling of its labor in the interest of the war work, the Company successfully met most adverse conditions in keeping a factory organization in workable shape in the most congested war material producing district in the United States.

Through the skill and resources of the management of the Company, the financing of all its war work was done without calling for Governmental aid in the way of advances of public funds. In meeting the needs for increased production the Company did not increase its building or machinery capacity, but met the increased production by a more intense use of existing facilities. In this it recognized the need of the Government for every possible facility for production of machinery and buildings in other war industries.

As an aid to the war finances of the Government, the Company and its employees subscribed liberally to the various Liberty Loans, the War Chest Fund of the City of Philadelphia, the War Fund of the Red Cross and other Special War Service bodies. The Company aided employees in financing their payment for war purposes, where necessary.

Employees and officers of the Company were represented in the Home Defense League and the American Protective League, both of which rendered meritorious service as auxiliaries to Governmental agencies in prosecuting the war, protecting property, especially war plants, and aiding in the ferreting out and suppression of persons not loyal to the American cause.

The Government's demand for men to join the colors was met by the Company in a spirit of hearty cooperation with the men who desired to enlist for service.

All such were given leave of absence, and the Company continued paying such sums, where they had dependents, to equal with war pay their salaries, and also continued paying the premiums on the life insurance policies carried for them by the Company. Similar action was taken with regard to those who answered the country's call through the draft. Forty-five members of the Company staff answered the call to the colors, and of this number two paid the supreme sacrifice.

During the entire war period the Company faithfully carried out its policy, adopted at the beginning of the war, to aid the Government to the fullest extent; to shirk no sacrifice in men, profits, material or service, and to support the Government's war activities. Its war record is regarded as a bright page in the history of the Company.

FAYETTE R. PLUMB, INC.*

MANUFACTURERS OF TRENCH TOOLS, BOLO KNIVES, ETC.

An instance showing the way in which Philadelphia factories made a quick turn-over from a peace to a war basis is that of the plant of Fayette R. Plumb, Inc., at Bridesburg, which firm, for over sixty years, had been manufacturing hammers, hatchets, picks, sledges and axes. While all of these were required for the American Army, there were other articles of which the Government stood in more vital need. These the Plumb Company were able to manufacture by making certain changes in their plant, and as the result of experience in the manufacture of certain trench tools, etc., for the Allied governments, during the period of 1914-17.

Within two months after the declaration of war by the United States, intrenching pick mattocks and intrenching hand axes were shipped to mobilization points,



notwithstanding the exacting requirements of the Government and the fact that this concern had never previously made any of these particular items. Additional shipments followed rapidly and 1,200,000 were furnished by November, 1918.

Ninety-five per cent of all the intrenching pick mattocks, hand axes, bolo knives and picket pins that were furnished during the war to the A. E. F. and to the men in training in this country were made by Fayette R. Plumb, Inc., of Philadelphia.

Previous to the war, the Government itself had been making bolo knives,

*Reprinted by permission of William Bradford Williams.

both for the artillery and the infantry. This knife had been evolved from the old Philippine bolo, and in France it proved to be not only a very handy camp and trench tool but also a very effective weapon of defense. During the summer of 1917, the Plumb concern was ordered to make 20,000 bolos of the artillery model. While these were being manufactured, changes in design suggested themselves that would lower the manufacturing cost and speed up production. One of the principal defects of the old model bolo was the catch which was used for locking it in its scabbard. This catch was not only difficult to make but it proved very impractical in use, and it was later eliminated from the bolo itself and a spring was placed in the scabbard which solved the difficulty. This was called the 1917 bolo. All of these changes, suggested by the Plumb engineers, were worked out by the engineering staff of the Ordnance Department, which, making actual tests in the field, could decide in a few days whether or not the changes were practical.

While the Plumb concern was furnishing bolos as fast as the Government required them, the Ordnance Department was experiencing considerable difficulty in obtaining a satisfactory scabbard for them. A bolo scabbard is a sheath fastened to the soldier's belt and made of wood and leather with a metal mouthpiece. The wood and leather parts of the scabbard could be easily obtained, but the metal mouthpiece had to be made with precision in order that the bolo would fit snugly and not rattle. The success of the Plumb concern in turning out in volume bolos made to close measurements resulted in orders for the metal mouthpieces, 121,000 of which were furnished by Plumb before other manufacturers were ready to take over this work.

Production of intrenching picks and camp axes had also been speeded up and the monthly production of these items in November, 1918, was 40,000 of the picks and 45,000 of the hand axes. This volume of tools was obtained with only a 70 per cent increase in the working force, and of this increase approximately 50 per cent were women. Such work as drop forging, the drop hammers giving 1,500-pound blow, and working on a furnace with a heat of 1,400 degrees Fahrenheit, are examples of the work that was done by women during the latter part of the war.

Among other problems given to the Engineering Division of the Ordnance Department to solve was that of wire-cutters. It developed early in the war that when our troops advanced under cover of darkness and attempted to cut the German wires they had invariably to turn back and let the artillery open the way, as the wire-cutters with which they were equipped would either break or the edges would turn and dull. Samples of the German wire were obtained and found to contain an alloy which made it harder and tougher than any of the wire-cutters that the Allies used. A wire-cutter was developed over there in the field and sent to America to be reproduced in quantity. Manufacturers who had been making wire-cutters rejected this new model as being too difficult to produce from a commercial standpoint. Again the Ordnance Department turned to the Plumb Company and placed the proposition before them. It was accepted and complete wire-cutters exactly like the model were ready for shipment to France when the armistice came.

From 1914 to 1918 the Plumb plants turned out considerably over 5,000,000 different tools directly for the Allied governments, this quantity being over and above any of the articles which they regularly manufactured and which later found their way to the battle front of Europe. The following list shows not only the volume, but also the diversity of the items manufactured:

SUMMARY OF ORDERS

1914—France	60,000 trench tools
1915—France	2,600 trench tools
Great Britain	1,300 engineer tools
Serbia	160,000 bayonets
Russia	150,000 bayonets
	1,000,000 trench tools
1916—Belgium	150,000 bayonets
United States	2,000 trench tools
1917—United States	1,029,750 trench tools
	130,750 infantry equipment
	160,160 cavalry equipment
	20,000 artillery equipment
	133,150 infantry bolos
	200,000 wire cutters
1917-18—United States	1,433,190 miscellaneous tools
Total.	5,338,900

THE WAR ACTIVITIES OF JACOB REED'S SONS, INC.

On April 5, 1917, when it was known that a declaration of war was a matter of only a few hours, Irving L. Wilson, President of the firm of Jacob Reed's Sons, called upon the Army Depot Quartermaster, at the Schuylkill Arsenal, to learn what this firm could manufacture which would be most needed to equip the Army. He met Major H. J. Hirsch of the Quartermaster's Corps, who was in charge of all purchasing there, and was informed that uniforms were badly needed. A trial contract was then and there awarded the firm, calling for 10,000 uniforms.

From that time on until the armistice was signed, this firm was continuously engaged in the manufacture of uniforms, overcoats and other equipment for the Army. During this period, seventeen contracts were awarded, under which the following articles were delivered to the Government, viz.:

339,655 blouses, olive drab, wool.
 340,183 pairs breeches, olive drab, wool.
 38,504 pairs trousers (long) olive drab, wool.
 128,876 overcoats.
 15,981 music pouches.

The total contractual value of these articles amounted to \$1,250,330.38. After the signing of the armistice, cancelations were accepted by this firm of all articles contracted for which were not in process of manufacture at the time orders were received from the Government to suspend operations. These orders were received November 19, 1918. Five contracts were thus affected, the total contractual value of cancelations being \$163,934.62.

The production of the above-mentioned articles was not without its difficulties and problems. Chief among these was the procuring of labor and machinery. Many extensive additions and enlargements were necessary in manufacturing facilities. At a great expenditure of both effort and money, seven large factories were organized, equipped and operated. Much of the equipment could be obtained only through priority permits of the War Industries Board. The greater portion of the help had to be trained, as they were not familiar with this class of work. It was even necessary to employ workers who had never operated any kind of machine

before. At times there was a scarcity of those materials supplied by the Government, causing interruptions in manufacturing operations and increased costs of production. In the mean time, forty-two of our experienced and permanent male employes laid down their work with us, to answer the call to the colors.

Notwithstanding these handicaps, our factories, at the time of the armistice signing, were producing an average of 3,283 garments per day, and employed 673 hands. When the canceling orders came, there were in all our factories 116,874 garments in course of manufacture, in varying stages of completion. These were finished and delivered. The unused Government-owned materials had to be inventoried, packed up, and returned to the Government. All of the factories were closed up, dismantled and the equipment disposed of. All this was accomplished within three months from the date cancelation orders were received, and marked the final chapter in the war-time activities of the corporation of Jacob Reed's Sons.

SHOEMAKER & BUSCH

A partnership consisting of Clayton F. Shoemaker and Miers Busch, wholesale druggists and manufacturing pharmacists, was organized in its present form on April 13, 1892, and succeeded a series of firms which for thirty years had carried on a jobbing drug business.

The buildings occupied during the war period at 511-515 Arch Street had a total floor space of about 47,000 square feet, but practically all of the war work was done within an area of about 8,000 square feet.

The total number of employes never exceeded 130, exclusive of salesmen, teamsters and others whose duties were entirely outside the premises. Exclusive of the shipping and some of the packing, the war work was done by about forty employes.

During the three years 1917-19 the money value of the shipments was

War Department	\$97,162.39
Navy Department	116,030.37
Other Military and Naval Departments.	39,242.39
	<hr/> \$602,785.15

If the sales to the Civil Departments of the National Government and National Homes were added, the total would probably be \$1,500,000.

For many years the firm had furnished pharmaceutical supplies to the Army, Navy and Civil Departments of the Government and was familiar with their requirements. Orders during the war were greatly increased, especially those for medical supplies for the Navy.

Much of the work was the repacking of goods in small containers suitable for transportation and distribution. This operation would appear to be very simple, but it required the assembling of a large variety of material, much of it secured after many difficulties and delays, the handling, weighing or measuring of portions to be filled into bottles or cans; corking, soldering, labeling and packing. Each article required special consideration; there were liquids, solids, dry powders, crystals, pasty masses, etc., to be filled into narrow mouth, wide mouth, or glass stoppered bottles of sizes from one ounce to one quart, also cans of various shapes and sizes, to be sealed or soldered. The variety of items and packages precluded

the use of machines, as few existed adapted to such purposes. Department organizations held together although the turn-over in the working force was as high as 60 per cent in a single month and of the special war workers even higher. Overtime three nights a week was the regular schedule.

The money value of much of the material handled was not large but the bulk was very great, and great skill was shown in arranging the regular receipt and shipment of goods so as to keep space available for actual work.

For example, during the period stated 200,000 pounds of ointment bases, benzoinated lard, lanolin, etc., were made, put up in one-pound cans, soldered, labeled and packed. Electric soldering irons were provided, and tinsmiths and plumbers were paid by the piece to work at hours convenient to them. This was later abandoned for specially devised soldering irons which could be worked satisfactorily by unskilled labor.

On the usual basis of one ounce issued on a prescription the above represents 3,200,000 prescriptions. In a similar way many other staple articles were supplied, such as: Silver nitrate solution, soap liniment powder, castor oil, sandalwood oil, cod liver oil, cresol, guaiacol, boric acid, etc. The total of these items in 1918 alone was over 30,000 packages of various kinds.

The different operations were not intricate nor especially difficult for the laborers, but continuous supervision was necessary. Additional equipment of various kinds was ordered, some was installed but much could not be delivered. Actual manufacturing was done by men and boys. Weighing, filling, corking and labeling by girls and women. Active, capable girls found more remunerative work elsewhere, but the pay offered attracted older women, the work being suited to their abilities.

Considering the space available, and labor and working conditions, this small organization made a very considerable contribution to the Great National Effort, and, to its credit, not a shipment was rejected.

From the organization as a whole, eleven out of sixty-five male employees entered the service. One of these men, Granville T. Tatem, died in camp.

Exemption was requested for but one man, the assistant foreman in the laboratory.

Women and girls were employed to fill the places of the men, but were replaced as soon as possible, as they were not physically equal to the work.

The men and women who continued with the firm throughout the war all subscribed to bonds to the limit of their means, and in addition to their daily work served on Draft Boards and engaged in various patriotic activities.

Those in charge of the work included: Henry Paul Busch, George E. Spangler, John Devitt, Henry R. Williams, George Smyrl.

The changes of the war period showed little permanent influence on the organization, which quickly resumed its regular activities as soon as its war contracts were completed.

SMITH, KLINE & FRENCH COMPANY

The activities of any American business house in the great World War naturally fall into two classifications, the war work done by the concern itself, and the individual efforts of the various men and women in its employ.

Under both these classifications Smith, Kline & French Company, wholesale

druggists and manufacturing pharmacists, can justly point with pride to its war record. One of the largest houses of its kind in the United States, it devoted much of its energy to Government work, and was able to ship thousands upon thousands of pounds of medical supplies to the various Army and Navy depots throughout the country.

Some of the chief items of the company's manufacture were lanum, extract of licorice, and, chief of all, aromatic spirits of ammonia. Of the latter, the company shipped almost one million bottles, one of the largest amounts supplied by any house in the country. Many shipments of drugs and similar supplies were also made to the American Red Cross in France and Italy. From president to office boy the whole force threw themselves heart and soul into this governmental work, and all that was necessary to increase production and quicken spirits was to pass the word along, "It is a war order!"

As a firm, Smith, Kline & French did this splendid service, and the record of its employes as individuals does not suffer by comparison. No less than fifty-six entered the service of their country in the Army or Navy, and of these two were wounded, and two others, Nathan Shute and Timothy Haw, met their death.

Those who still carried on in civil life did their full part to back their comrades in the service, and this desire to do their bit was responsible for a rather unique organization, "The Soldiers Club." This was founded by one of the employes, who was himself a veteran of the Spanish-American War in the Philippines, and who therefore knew the needs of the fighting man. The club kept in constant touch with those who had left in response to the call to arms, and made them feel that their one-time comrades were backing them to the limit.

Thousands of newspapers, magazines and books were mailed to the men at the front and in the camps at home, and throughout the year gift-packages, "smokes," and the candy, so loved by the American soldier, were constantly forwarded. A regular secretary was also appointed to keep up a constant correspondence with the company's service men.

The final work of the Soldiers Club was the erecting of a bronze tablet, "*In Honor of Our Associates Who Left Their Daily Tasks and Entered the Naval or Military Service of the United States in the World War.*" This tablet is now placed by the 5th Street entrance of the company's general offices.

The company and its employes did their full part in the Liberty Loan campaign, the War Chest drive, the Victory Loan and the Salvation Army drive. Many patriotic meetings were held, sometimes with outside speakers and sometimes led by the officers of the company themselves, for these latter were always behind every patriotic drive with a 100 per cent Americanism, and gave of their time and money to the utmost.

SUMMERILL TUBING COMPANY

By S. L. GABEL

The Summerill Tubing Company was started in a very small way in Philadelphia in 1899. The only space needed for machinery was one room about 20 by 30 feet on the third floor of a building on North Broad Street.

As a partnership the business made substantial progress as a redrawing mill. It made a specialty of precision tubing in steel, and its reputation as a manufacturer

in this field brought to it much business in other metals—brass, copper, aluminum, nickel-silver, etc.

In 1910, the company was incorporated, and its business moved to Bridgeport, Montgomery County, Pa., where a suitable site had been obtained. This move brought about rapid development. Much additional machinery was immediately installed and new lines of business in the regular commercial field were entered upon.

In 1912, the company started to make tubing for the Remington Arms Company, and through this connection it was prepared to swing right into heavy production when the war broke out in 1914.

In 1916, an additional building was erected which more than doubled the drawing capacity in what is known as the Small Tube Department. This is the line in which the company made its reputation. Tubing is made in various shapes and in various walls. It can be made so thin that it must be packed in boxes for shipment to customers, yet it has physical qualities that to the layman seem impossible of attainment.

At a meeting in Washington, November 5, 1917, called by Government officials, tubing manufacturers were told of the requirements in seamless tubing for 1918. These figures were far beyond the capacity of the mills as then equipped. The shortage was particularly serious in the "small tube" capacity, the line in which this company is engaged.

The president and vice-president of the company were both at this meeting, and they were urged to take immediate steps to increase their output and not wait for Government assistance. On the return from Washington that day tentative plans were made, and on November 10th, five days after the meeting, ground was broken for an additional unit.

Applications for priority certificates were sent in to the Government, and at the same time officials of the company traveled to different places to make personal pleas for haste. As a result some of the machines were delivered before the priorities came through from the Government.

To start on their schedule of equipment of this unit, one draw-bench was started about 5 p.m., December 31st. It may be recalled by our readers that the winter of 1917-18 was one of the most severe in the memory of our oldest citizens. This severe weather was a serious handicap. Concrete mixers sometimes nearly froze up and men at times were unable to work more than twenty or thirty minutes. Fires were built in places around the new building to provide relief. The contractor in charge and all his force deserve great credit for their cooperation.

The new unit was completed and in full operation on February 1, 1918. From that time on until December 1, 1918, a period of ten months, the company furnished to the United States Government 3,333,382 feet of light gauge tubing. The reader cannot well realize what 1,000,000 feet of tubing means. It means 200 miles, half the distance between Philadelphia and Pittsburgh.

The quantity above does not tell the extent of the company's work. Most of it was drawn to a variation of two one-thousandths of an inch. This accuracy was necessary, inasmuch as the tubing was used in connection with interchangeable parts of rifles and thereby eliminated machining. Much of this was used for magazines on rifles and bombs that were dropped from aeroplanes. In one month alone the output was 128,329 feet, most of this on the so-called smoke bombs.

This accuracy could be only attained by a skilled force of men, expert in this line of tube drawing. These same skilled men, besides speeding up production, had to train green hands to man the additional machines.

The output of this company would mean more to the reader if it is recorded that it delivered to the Government in ten months of 1918, when its entire plant was in operation, 665 miles of tubing.

Reference was made early in this article to smoke bombs. They were dropped from the aeroplanes, and big orders were allocated to this company, and the orders carried with them high priorities. The contractor who made these bombs for the Government asked for delivery of so many thousand feet of this tubing per week. Notwithstanding the fact that the company was up to its capacity, it speeded up production in this department and the first week of November it furnished 20 per cent more tubing on this contract than was asked for by the contractor, so that there would be no delay in delivery. The contractor, located in Brooklyn, sent over his own trucks and on one of these trips took 15,000 feet of tubing on one truck.

The company was fortunate in having at the beginning of the war a good working organization of trained men. It encouraged enlistments by offering to its men payment of their full wages while in the Army. This enabled some to respond at once, and the company carried out its promise to them. Otherwise its working organization was maintained and perfected continually. While 150 men was the regular complement, 100 were added and trained in with the crew, so that two shifts were operating at full capacity most of the time.

The company is also to be given credit for its foresight in the war in providing a large stock of raw material. Notwithstanding the great increase in manufacturing capacity, it was able at all times to deliver the kind of material that was asked for by the Government.

J. S. THORN COMPANY

J. S. Thorn Company, before the war, was engaged in the manufacture of fireproof doors and windows, steel sashes and architectural sheet metal work, the equipment consisting of light and heavy power presses, punches, shears, forming and bending presses, rolls, flanging and seaming machines, and a complete machine shop equipment for the manufacture of stamping and forming dies, special tools, jigs and templates.

Upon America's entrance into the World War, the firm found that nearly all its equipment was adapted to produce war material of some kind, so that after the war was under way, it practically turned its entire works at the request of the Government, into the production of war material. The following is a list of the principal articles manufactured for Government use:

For the cantonment at Wrightstown, N. J.: Smoke stacks, floor plates, ventilators, etc. This was a large proposition, amounting to many tons of material, and was completed in the extremely short time of fifteen days.

For the Cramp Ship and Engine Building Company—For vessels and destroyers: Thousands of forged straps for hulls of destroyers Nos. 450, 452, 453, 454 and 455; and 1,500 fireproof doors for vessels, together with hardware; 100 special vegetable lockers for use on shipboard, with hardware for same; 100 plate-iron ammunition boxes for carrying large size shells on shipboard.

For the New York Shipbuilding Company, Camden, N. J.: All the corrugated iron covering on their destroyer ways was furnished and erected.

For the Sun Shipbuilding Company, Chester, Pa.: Fireproof doors and skylights.

For the Merchant Shipbuilding Corporation, Bristol, Pa.: 600 radiator shields.

For the American International Shipbuilding Company: All the structural and plate-iron work entering the lamp and paint rooms and carpenter shop, for sixty ships; also the plate-iron conduits with covering for the electric light wires for sixty ships.

For the Commissary Department: 8,000 soup kettles, coffee kettles, frying pans, water jackets and kettle lids. These were all large in size.

For the Navy Department, League Island Yard: 2,700 sets of plate baskets, cup baskets and bowl baskets, used in dish-washing machines on shipboard.

Navy Department: A large number of Thermofan Casings and Impellers, used in the ventilating system on shipboard, and 196 pole props for gun carriages.

For the Quartermaster Department, United States Marine Corps: 500 sets of tin cooking boilers.

For Schuylkill Arsenal: 100,000 tent pole plates; 1,000 tent pole sleeves.

For Frankford Arsenal: All the roofing, sheet metal work, fireproof doors and windows for six buildings, and erected same, and 2,000 sheet metal packing boxes.

For Navy Yard Storehouse at Newport News, Va.: Fireproof doors.

For Philadelphia Warehouses at 22d Street and Oregon Avenue: 231 large fireproof doors, twelve feet high by ten feet wide.

For Yorktown, Va: Gas plant and all the corrugated iron roofing and siding and metal work for three heater houses and one boiler room, and erected same.

For the West Virginia Pulp & Paper Company: Provided and erected all the corrugated iron roofing and siding, fireproof windows and doors for its new chemical plants at Tyrone, Pa., and Mechanicville, N. Y.

For a Government Building at Fort Monroe, Virginia: All corrugated iron work and steel sash and fire doors, and erecting same.

For Several Government Buildings at Washington, D. C.: All corrugated iron work and the steel sash and fire doors, and erecting same.

JOHN WOOD MANUFACTURING COMPANY

H. LEE KOENIG, Assistant Manager

Chief among munition plants in efficiency, and one which merited the commendation of the War Department on many occasions, was the John Wood Manufacturing Company of Conshohocken, Pa.

This plant, their peace-time operation being the manufacture of range boilers and tanks, successfully completed contracts aggregating \$1,500,000, consisting of steel powder cases for the 8-inch, 10-inch, 12-inch, 14-inch and 16-inch guns, both for our seacoast defense and for our mobile artillery.

To provide steel containers for powder charges for our large seacoast guns at all forts already established along our coasts, and in our insular possessions, it was necessary very early in 1917 to make a contract with some plant engaged in somewhat similar manufacture.

Therefore, early in April, 1917, as the John Wood Manufacturing Company of Conshohocken, Pa., had offered their plant to the Government some time previously, it was decided, after a thorough investigation of the field had been made, to place a contract with this firm for approximately 33,000 steel powder containers, ranging in size from 10 inches in diameter to approximately 4 feet long, 18½ inches in diameter to 9 feet long, equipped with a quick-closing device, cover and gasket so formed as to provide an absolutely air-tight receptacle.

The contract called for steel powder containers for the 8-inch, 10-inch, 12-inch, 14-inch and 16-inch seacoast defense guns, and these cases form a container for the powder charges of these guns until such time as they are rolled from the magazine, opened, and the charge drawn for use.

Every fort in the country on all three coasts, and in our possessions, were shipped a full complement of these cases in sizes corresponding to their armament until sufficient storage capacity for our powder at various points was secured to provide for any emergency.

The regular business of the John Wood Manufacturing Company, prior to the war, comprised the manufacture of galvanized range boilers, pressure tanks of all descriptions up to 5,000 gallons, and in pressure to 500 pounds, either black or galvanized, also a large number of special welded shapes. Their former peacetime production was about 1,000 boilers per day. The company had been very successful in their peacetime business and were foremost among the manufacturers of this country engaged in the same line.

The company realized that it was up to them to help out in the great emergency, and they felt that there was some particular line of manufacture that would best suit their own shop. Therefore, when it was found by the Government that the facilities for the proper storage of the gun charges were inadequate for the emergency, this plant decided that to provide the necessary facilities for this purpose was not only their desire but also their patriotic duty.

It was a big task to turn over the working personnel and the plant from its peacetime line to the quick action activity of a war plant engaged on tremendous production, and much energy and time were devoted to the consummation of just such a feat.

The active heads of the organization were Victor Mauck, Chairman of the Board, H. S. Mauck, Vice-President, and Frank Sutcliffe, President, men who had made a success for many years in range boiler manufacture, and who were well equipped, mentally and financially, for the task at hand. These executives at once realized that a reorganization of their methods, their labor and the plant equipment was absolutely necessary if they were to produce in such quantities as the urgency of the case demanded.

Acting on this realization, new machinery was at once installed, and a systematic effort was made in each department to educate the plant labor up to a full realization of just what was demanded, in order to produce under the extremely "high pressure" everything that was required. In this, the men responded to the fullest extent, so that the production of steel cartridge cases gradually increased from an initial production of 500 cases at the beginning of the contract, to over 70,000 per month, all within a period of approximately a year and a half.

The Government placed as their representative in the plant in charge of production and inspection, an ordnance officer, Captain H. Lee Koenig, of Birmingham,

Ala., who for many years had been connected with the United States Steel Corporation in their Ensley plants. A force of thirty inspectors was quickly organized, and every possible method for the increase of production was tried out.

The working hours of the plant were changed until all available hours in the week were occupied. Three eight-hour shifts, seven days a week, were at once inaugurated, and the plant employees increased in number until over three times the normal force were employed. The loyal response from the various labor organizations in the plant was such that immediate success was at once assured.

The Engineering Department of the plant did remarkable work, not only in designing new machinery to expedite their own manufacture, but also in placing the service of their designers at the disposal of the Government.

President Sutcliffe spent a great deal of his time in Washington, conferring with the Ordnance Department engineers on the design of metal powder containers best suited to the Government requirements.

Victor Mauck, the chairman of the board, well known as one of the industrial engineers of the district, worked out in his own plant many of the designs for powder containers that were finally adopted by the Government.

So efficient was the service rendered along this line, that this company was able to change the original design to one which was not only a better manufacturing possibility, but which functioned much more efficiently in the service for which it was intended.

This concern can well point with pride to its war record as attested by War Department files, and the rapidity with which the plant was turned to the service of the country is a witness to the loyalty and ability of its entire organization.

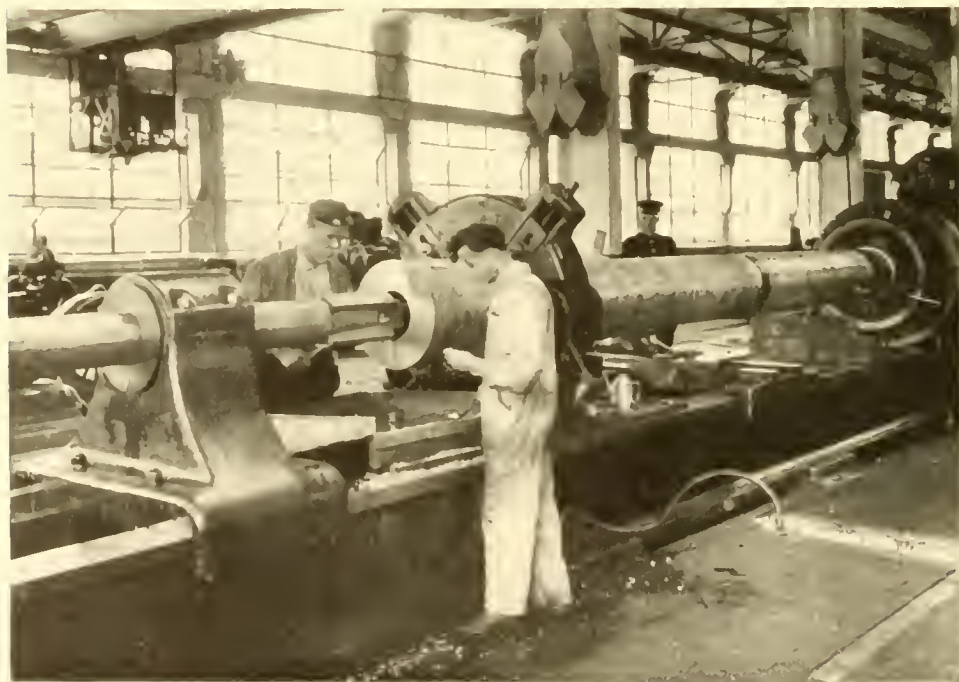


Photo by H. Parker Rolfe

Boring 240 mm. Howitzer tube, at the Tacony Ordnance Co.

OTHER PRODUCTION

THE TACONY STEEL COMPANY, before the war, manufactured side rods and propeller shaftings for railroads and shipyards. From this organization, the Tacony Ordnance Company was formed and, as an agent for the Government, constructed a steel plant, covering twenty-five acres, adjoining its original plant. May 15, 1918, seven months after construction began, the buildings, costing \$3,000,000, were complete and ready for operation. One month later, the first carload of gun forgings was shipped. By December, 1918, seventy-five forgings for the 155-millimeter guns and thirty-four forgings for the 240-millimeter howitzer had been made.

THE A. H. FOX GUN COMPANY manufactured shotguns previous to 1914. In 1915, it made Mauser rifle barrels for the Serbian Army, which, earlier, had been supplied by Germany. Later, the Serbians were armed with English Enfields and then the firm made over 100,000 magazines for Russian rifles, before the Russian war effort collapsed. It then received American contracts for parts for Colt automatic pistols and was prepared to produce 2,500 sets per day when the armistice was signed. By that date the firm had also reached a daily production of 500 Very signal pistols.

THE TAYLOR-WHARTON IRON AND STEEL COMPANY, successors to a firm that dated back to 1712, executed contracts for the Allies and received from the American Government orders for over a million forgings for 155-millimeter shrapnel, 6-inch high explosive shells and 9.2-inch shells. Half of the requirements had been met when the orders were canceled, following the termination of the war.



Taylor-Wharton Iron and Steel Co.

Four-inch jacket, from billet to finished gun.

THE HALE AND KILBURN COMPANY made all-steel reconnaissance and machine gun truck bodies. The truck equipment, complete, contained seating space for sixteen men with compartments for machine guns and field instruments, with rifle racks and entrenching tool equipment. This Company also produced bodies for 60,000 Mark II drop bombs and 50,000 Mark III drop bombs for use in air raids. It also did experimental work on helmets.

THE E. I. DUPONT DE NEMOURS COMPANY is one of the best known manufacturers of explosives in the world. In 1914, the Carneys Point, N. J., plant produced 12,000 pounds per day. This amount was increased to 900,000 pounds.

The Carneys Point plant and the one at Deepwater, now used for making dyes, comprised over 3,300 acres and nearly a thousand buildings. Twenty-five thousand men and women were employed to accommodate whom an industrial town was built. Forty different kinds of powder were made at Carneys Point to meet Allied specifications and the American orders more than doubled that number. The smaller kinds of powder ran to about 12,000 pieces to the pound, each piece a minute cylinder containing from one to seven longitudinal perforations.

THE HERCULES POWDER COMPANY had plants in Philadelphia and in four other Ordnance Districts. This company supplied smokeless powder, T. N. T., nitrate of ammonia, and black powder, and it developed from kelp a sufficient amount of potash to meet the national black powder requirements. At the maximum of production, this company produced 215,000 pounds of smokeless powder and 280,000 pounds of T. N. T. per day. It also developed a new pyro powder for the Army pistol, an improved stitched powder tube to contain the propelling charge for the Stokes trench motors, and a smokeless ignition powder to replace black powder as a priming charge for large caliber rifles.

THE MIDVALE STEEL AND ORDNANCE COMPANY, for over thirty-five years has worked on Government contracts at its Nicetown plant. In October, 1915, it began work for the British, Canadian and French governments, providing shells, howitzers, and steel for bayonets, rifle barrels, etc. Later it made steel for American small arms and furnished more than 15,000 gross tons for war automobiles and motor trucks. It also forged and finished 191 8-inch howitzers by the end of 1918, and forged guns of the largest caliber, which were finished later at the Watervliet Arsenal.

The total steel output of this plant between April 6, 1917, and November 11, 1918, was over 300,000,000 pounds. For the entire period of the war it employed 14,500 persons, an increase from 3,300, the number which it employed before the war.

At its Coatesville, Pa., plant, the Midvale Company had a contract for 110,000 shells of 8-inch caliber and 250,000 shells of 155-millimeter caliber. To meet this contract, it obtained some of the shells from its subsidiary, the Cambria Steel Company, at Johnstown, Pa. Between October, 1915, and December 31, 1918, the Coatesville plant shipped 853,000 gross tons of steel plates. It also made for the Navy, caps for about 15,000 12-inch shells, 20,000 11-inch shells and 11,000 16-inch shells. Its labor force of 2,500 was doubled in order to carry on the work.

THE NILES-BEMENT-POND COMPANY was associated with Midvale in the manufacture of 16-inch howitzers, sixty-two of which were ordered to be finished within twenty-one months after the order was given in July, 1918. No tools to machine the forgings were available, and the Niles-Bement-Pond Company agreed to furnish engineers, make designs for the tools—which would cost \$100,000 apiece—to locate the necessary plants for their manufacture and to take no profit. This was the first time that an attempt was made to fabricate major machine tools in more than one place and to assemble them. The signing of the armistice altered the arrangements but there was every indication of complete success had they been carried out.

ACTIVITIES OF THE BELL TELEPHONE COMPANY OF PENNSYLVANIA IN THE PHILADELPHIA DISTRICT

BY P. L. SCHAUBLE

Before America's entry into the war, the telephone service in this country was taken for granted. The service was of a quality unknown in other countries. Facilities were such that, almost regardless of location, an application for service was met with a prompt installation. Those outside of the business gave no thought to the foresight, engineering and study necessary to a maintenance of this "readiness-to-serve" policy. When it is understood that every telephone must have direct connection by a pair of wires to a central office, a better idea may be had of what this policy of always keeping ahead of the demand involved.

Development studies, as they are called, were projected for every exchange of appreciable size. These may be well explained by a specific illustration. The city of Chester, south of Philadelphia, had, prior to the war, enjoyed a certain normal growth. Studies based on this growth and the business activities of Chester showed that certain telephone plants within the city and certain toll line facilities to outside points were necessary at fixed periods, in order that expected growth might be met, and also that a reserve might be available at all times to meet the unexpected.

With the beginning of the war, a condition absolutely unforeseen and which, by no rule of thumb, could have been foretold, caused such a rapid development that all fundamental plans were entirely upset. Chester became one of the most important centers in the State for shipbuilding and for the manufacture of war materials. The telephone traffic and the demand for service became so great that not only were reserve facilities entirely used up, but the tremendous increase in toll service made the existing toll lines entirely inadequate. Under the circumstances it was necessary to rush the building of additional plants within Chester, and also to string circuits wholesale for toll service.

No commercial organization could be prepared for what happened in 1917 and 1918. True, during 1914, 1915 and 1916, due to war work for the Allies, there had been an unprecedented demand for telephone service. But because our country had not yet entered the conflict, and our Government had taken no hand in production control, the Telephone Company was able to get the necessary materials to keep safely ahead of the demands.

With America's entry into the war a new condition arose. Now it was a case of "win the war." An army is absolutely dependent on its communication facilities. Immediately there was a demand for men and material for telephone and telegraph service in France. The demand for war materials caused an embargo to be placed on many of the elements that go into the construction of telephone plant. Worse still, freight embargoes made it almost impossible to move supplies. As a result, the normal growth of the plant ceased. Fortunate indeed was this country that its telephone plant was so constructed that there was a large amount of reserve plant ready in place.

Practically every plant in and around Philadelphia began to demand additional service. New plants were opened and switchboards had to be provided to give them adequate service. As the spare facilities became more and more nearly exhausted, it became necessary to question all demands for service, to be certain

that only such telephones were installed as were actually necessary in the winning of the war. This caused some unavoidable inconvenience and criticism.

All Government toll calls, including all departments and officials, were given precedence over commercial business, the giving of this special service requiring extraordinary action on the part of the telephone officials everywhere, which included the special drilling of some 12,000 long-distance operators all over the country.

RUSH INSTALLATIONS

To attempt, in the space allotted here, to cover the "rush" jobs for new plants which were opened for the manufacture of war materials would be impossible. Practically every established factory in the city was engaged in some form of war work, and nearly every one of them demanded additional telephone facilities. Add to this situation the new factories and their demands for complete new telephone systems, and some idea of the situation confronting the company may be had.

The result was a scouring of the entire territory for every bit of equipment which was not of immediate use in the place where it was located. Switchboard equipment, which had been ordered for enlarging central offices and which had been shipped, or even in some cases delivered, was diverted to give private branch exchange service to war industries. Frequently demands for service had to be met in hours, where normally weeks and even months were required to do the work in peace times. A section of switchboard in one city, a distributing frame in another city, cable some other place—all would be rushed to the new plant and assembled.

Approximately one-sixth of the war material of the country was produced in the Philadelphia district. The importance of the shipbuilding industry in the war, and the part the Philadelphia district played in this industry, are well known. With munitions, clothing, food, aeroplanes, guns, locomotives and the like, the Philadelphia district was a real center of war activities. No industry could get along without the extensive use of the telephone. In many new industries, before the buildings were erected, telephones were installed in temporary shacks and tents in order that the work might be directed efficiently.

A WORD FOR THE MEN

The story of the 106th Telegraph Battalion, originally the First Telegraph Battalion, appears in another place. This battalion was recruited entirely from employees of the Bell Telephone Company of Pennsylvania and associated companies. Company D consisted of eastern Pennsylvania men, and about half of them were Philadelphia boys. In addition to this signal unit, many employees entered the service by enlistments and through the draft. When the war ended, some 1,300 from the Bell Company of Pennsylvania and its associated companies had entered the service.

It must be borne in mind that of the 17,000 employees of the company at that time, about 11,000 were women, so that this loss of 1,300 men was out of a force of but 6,000. Telephone workers are trained specialists in their profession. A loss of nearly 25 per cent from a trained organization was a serious handicap to the handling of the business during these years. It must also be considered that war industries were offering very high wages at this time, wages so high, in fact, that a public utility corporation such as the Telephone Company, with rates limited by law, could not hope to compete with them. It must be

recorded here, however, that the vast majority of those who did not enter the service remained at their work, realizing the necessity of maintaining an efficient means of communication as an important factor toward winning the war.

In an account of this kind, there is always a tendency to give a great deal of credit to the young women whose work brings them into close contact with the actual users of the service. The work done by the men of the installation and maintenance forces cannot be praised too highly. No hours were too long, no hardships too great, to daunt them.

At Camp Dix, where a comprehensive telephone installation was made in record time, all of the men on the job seemed to be imbued with even more than the usual *esprit de corps*. This was a Philadelphia job handled largely by Philadelphia men. They were working not only for their organization, they were toiling for their country. Their labors, far removed from the din of bloody battle, were just as necessary, just as patriotic, as those of the men with the gun and bayonet. For weeks these Bell men saw nothing of their homes and loved ones. From early morning till late in the evening they labored, irrespective of Sunday or holiday. They cheerfully bore the inconveniences of crowded country boarding houses and ate with a hearty relish the plain, coarse food served him. The big job over, they returned, not to rest on laurels deservedly won, but to enter eagerly on other important jobs.

The hardships undergone through the winter of 1917 at Hog Island are almost beyond description. In a very few months a telephone plant consisting of cable, open wire, poles and conduit, such as would be sufficient for many cities, was built under practically blizzard conditions. Only men who have worked in the open, digging trenches where dynamite is necessary because of the frozen ground, climbing poles in blinding snow-storms, hauling equipment over almost impassable roads, digging out trucks—only men who have gone through this actual experience can appreciate what that strenuous winter meant.

During the war, regular hours meant nothing to the men in the telephone organization. Each individual job was scheduled for completion by a certain fixed date. The idea in every man's mind was not to meet that date but rather to beat it. The record of accomplishment shows that in practically every one of the scores and scores of special installations made in this city the telephone equipment was ready and working before the completion date set in the schedule.

The men—and the women, too—in the Engineering Department had no easy time of it. Every installation had to be engineered before materials could be gathered and installation work started. Seldom was there a night when the offices of the Engineering Department were not working with feverish activity getting ready for the placing of some new equipment which must needs be completed in hours where normally weeks or even months would be required.

INFLUENZA EPIDEMIC OF 1918

It was about the end of September, 1918, that the influenza epidemic was felt in and around Philadelphia. By October 1st, absentees in Philadelphia telephone offices had increased tremendously, and plans were laid at once to cope with the serious conditions.

The natural result of the epidemic was a great increase in calls. Everyone was anxious to know about friends or relatives who were ill, and the calls for hospitals, nurses and doctors were numberless. It was these calls—calls that

often held an awful import to those who made them and those who answered alike; pleas, demands, entreaties for medical assistance and nurses, and messages shocking in their sum of human desolation and despair—which, it was felt, must be answered. As never before, telephone service had to be kept going for the community weal, for the sick and for Governmental work.

While all the Philadelphia central offices suffered, they were not all affected by the epidemic to the same extent. It was therefore found helpful at times to transfer operators from one office to another, and for several days motor buses were operated for this purpose.

A few days after the epidemic had grown to formidable proportions, the operator absentee list, having grown until it approached 38 per cent of the force in Philadelphia, or about 1,050 operators, the Traffic Department initiated the practice of questioning each call to determine its absolute necessity. "Is this a very important call?" was the formula adopted. The question seemed to recall the seriousness of the situation to those who, possibly, had turned to the telephone out of habit, when the call was not so important but that it might be canceled.

Besides the questioning of the importance of calls, newspaper publicity was used, and cards were placed at public telephones, to call attention to the serious situation. Despite all this, mighty strenuous days and evenings were experienced at the various offices. With from 30 to 38 per cent of the operating force absent, with many or all of the supervisory forces ill, the handling of the traffic became a matter of the most serious proportions. But the task was accomplished. No girl despaired, no one lost heart or nerve, but all worked together; although not shoulder to shoulder, for there were many empty positions. In the evenings there came the office and staff people of the Traffic Department to help. They did anything—clerical work, desk work; they even supervised, and sometimes they operated. The employment manager sat again at the switchboard. She had not operated for years, and soon realized that it is easier to teach than to practice. The same experience came to others who so readily volunteered their help. They may have blundered at first, but soon, with a little practice, they were helping mightily.

It was indeed an inspiration to observe the volunteers, private branch exchange operators, many of them former employes, who pitched in to do what they could while the epidemic raged; office and staff people, instructors from the operators' school, and even volunteers from the general public, all gave of their best. Several school teachers, actuated by a fine public spirit, proffered their services and worked in some of the offices.

The Philadelphia Toll Central office felt the strain of the epidemic, too. With a great number of the operating force absent, the supervisors were busy all along the board. No sooner would signal lights disappear in one section than another part of the board would be ablaze. Particularly heavy was the traffic to and from Camp Dix. Anxious parents were calling to learn how their soldier sons were; oftentimes the news was disheartening, and yet the girls kept on plugging just as fast as they could—and as long as they could.

That the public's response saved the situation there is no question. With abnormal traffic and the force depleted so far below normal it would have been extremely difficult, if not impossible, to keep things going at some points. The public generally was quick to realize that the emergency was unusual. Never

before had the Telephone Company, no matter what confronted it, departed one whit from its avowed purpose of giving service to all whether the calls were of a business or social nature, important or unimportant. But it readily understood, first and for all, that the needs of the sick must be served and that if there must be a sacrifice of normal service it should not be by those who suffer.

THE OPERATING FORCE

The services of the women of this country during the war were of the most signal distinction, and with the women whose activities were among the foremost in usefulness stood the telephone operators.

During the dark period in the early part of 1918, when the news each day indicated that the enemy was pressing back the armies of the Allies, when each day the casualty list showed an ever increasing number of our boys slain or wounded, it was no easy task for the telephone girls to come to work each day, answering calls with a cheerful "Number, please," at the same time wondering if anything had happened to the husband, brother, sweetheart or other loved ones and during relief periods scanning each bit of news from the front, for information.

The service rendered by the telephone operators was the more genuine because of its lack of the spectacular. The work was not recorded in big headlines in the newspapers. It was not accompanied by brass bands. Nor were there uniforms for the "soldiers of the switchboard."

There were many organizations (organizations whose work was invaluable to the war) which were making every effort to recruit women from all walks of life. The telephone operators received so many requests to enlist in service other than telephone operating that a doubt was created in their minds as to their duty. They were in doubt as to whether their present duties as telephone operators were as urgent as Red Cross work, Land Army work, Liberty Loan campaigns and the like. When they raised the question of the way they could best serve their country it was gratifying to see most of them decide that they would continue telephone operating. They were satisfied that their duty lay in "plugging up calls" rather than doing other work in which they were possibly less experienced.

Everyone was anxious about our boys and the length and outcome of the war. Telephone operators were not immune to this nervous tension. A need was felt for something that would give the operators relief from the strain under which they were laboring. The Telephone Company, therefore, provided a phonograph in each of the rest rooms in the larger central offices. Records were carefully chosen so that only the more cheery selections would be heard. At 12 o'clock noon each day the "Star-Spangled Banner" was played, which was followed by a minute of silence, at which time everyone in the rest room stood at attention and thought of the loved ones who were "Over There" fighting for their country, their homes, and every institution held dear by all Americans. This minute of silence was very impressive, and few were the eyes that were dry. It gave an outlet to the pent-up emotions that were held in check at other times.

As the summer wore on and reports from the front became more optimistic, even those in the operating force who had received word of the death or wounding of some one held dear, were buoyed up by the knowledge that our boys were fighting a winning battle, and that the end of the war was a matter of months and not years.

It was 2 o'clock in the morning when the report of the armistice was received. The telephone "soldiers" did not join the merry throng to celebrate the happy event. They rushed to their respective offices as fast as they could, knowing the tremendous number of telephone calls that would be made as soon as it was learned generally that the war was over. Seventy-five per cent of the operators' positions were occupied by 5 A.M. They came to work unsolicited, while everybody else was on the streets celebrating. It was a great demonstration of the spirit and loyalty of the operating force—a demonstration that could only be made at a time such as this. An enormous number of calls was handled on that never-to-be-forgotten day. And it was "voice with the smile" service indeed!

In summing up the work of the operating force, it may be said that in spite of their trials, they handled the traffic and handled it well, with loyalty and cheerfulness. It is a matter of record that telephone performance including the efficiency, technical service, tone and courtesy did not go back during the war.

PHILADELPHIA BOARD OF TRADE

By W. R. TUCKER

The transition of business from a war to a peace basis brought into play all of the American genius for expanded enterprise, patient endurance and successful achievement.

Discerning the ultimate demands that would be made upon the city, the Philadelphia Board of Trade shaped its activities during the five years of hostilities with Germany and the Central Powers in accordance with a policy which would first and most expeditiously induce a victorious peace for the Entente Allies and, that having been accomplished, find the industries of the United States in the best possible position to meet effectively and successfully the culminating strain of a peace-time readjustment.

Realizing that in the membership of the Board of Trade was represented those industries most efficiently developed in the Philadelphia district, and which were supplying direct to the battlefronts of Europe those sinews of war primarily and imperatively needed in the successful prosecution of the conflict, it should be also understood that the functions of such a trade organization are of necessity more or less confined to the dissemination of opinions and the shaping of national legislation.

Therefore national, state and municipal records show that the Board of Trade was most aggressive in performing its usual functions. As the whirlwind Argonne campaign progressed it became more than ever obvious that peace was in the near foreground, and thereupon the Board of Trade concentrated the wisdom and experience of its wise councilors in the direction of a reconstruction program. Huge plants, which had been engaged in the manufacturing of war materials had to be turned over to the products needed in the ordinary course of business and industry. This transformation had to be made as quickly as possible to prevent idleness and unrest which was—and still is—threatening a large part of Europe. Thousands of men who had been under arms had to be given speedy and profitable employment, Government regulations which had interfered with a normal course of commerce and business had to be so modified as to give the greatest freedom to individual and corporate initiative, so that business might

again be placed on a sound footing and be in a position to grasp the opportunities which were offering for foreign trade. For the previous three years our commercial life had been diverted from the natural channels of supply and demand, and artificial conditions created by legislative authority had prevailed. Under normal conditions business cannot thrive with such restrictions.

Liberty Loans: The Board of Trade used every means available to aid in the successful flotation of Liberty Loans during the war.

Stickers and stamps were used on its literature, and notices put in all correspondence urging citizens to "Buy Bonds."

While the Revenue Bill was under discussion, the attention of the Board of Trade was called to the fact that several clauses were contained therein that would adversely affect the flotation of the Fourth Liberty Loan, which was then about to be put on the market.

A meeting of the Committee on National and State Revenue and Taxation was called, and the Secretary was authorized to write the two Senators from Pennsylvania and the Congressmen from Philadelphia, opposing the incorporation in this bill of measures restricting the sale of Liberty Loan bonds, and to favor that portion which allowed an exemption from taxation up to a certain amount.

The restriction on the sale of bonds was eliminated and the exemption provision retained.

Early in the year, when there were frequent reports of outrages committed in this country by spies or enemy agents, the Special Emergency Committee made a report which was endorsed by the Board of Trade, which urged publicly that industrial necessity demanded that the death penalty be meted out to spies and that alien sympathizers be strenuously dealt with, in order to stem the tide of treason and sedition that was spreading throughout the country.

War Contracts: Under stress of war conditions when time was essential, many business men entered into contracts with the Government without contracts being formally signed, so that the materials needed in the speedy prosecution of the war could be had without undue delay.

Believing that the business men, who through patriotic and unselfish motives were willing to make their interests subordinate to the public good, should be protected, the Board of Trade, in conjunction with other trade organizations, urged upon Congress the passage of the Hitchcock Bill.

This bill provided for the legalization of informal defective orders for war supplies and materials, for the cancelation of orders and contracts, for the reimbursement of contractors and manufacturers, for the adjustment of claims on canceled or partly filled contracts and orders, and provided relief for contractors pending final determination.

Reconstruction Commission: As all of the nations engaged in the war, with the exception of the United States, had appointed commissions to study after-war problems as they related to business, so that the transition from war to peace trade would be accomplished with the minimum of disturbance, the Board of Trade urged upon Congress the necessity of the establishment of such a commission in the United States. On September 25th, a memorial was sent to Congress urging it "To create a commission and to investigate the problems of reconstruction."

On Referendum No. 23 of the United States Chamber of Commerce, a proposal to discriminate against Germany in trade after the war, if necessary for self-

defense, the Board of Trade declined to vote on this referendum, considering the time inopportune to pass on a proposition involving a question of policy, which might ultimately conflict with that of the government of the United States in reaching terms as a basis for peace negotiations.

Federal Trade Commission Law: In 1915 the Board of Trade opposed the passage of the bill providing for the creation of a trade commission for reasons set forth, stating in conclusion, that "wisdom and sound judgment required that the effect upon the country of commission supervision of the public service corporations be carefully noted over a series of years before any attempt should be made to extend that system in any degree beyond its present limits In the meantime both public and private rights are amply guarded by existing law," and respectfully submitted that "The Interstate Trade Commission Bill should not receive favorable consideration."

The bill became a law by the signature of the President, September 26, 1914.

War Risk Insurance: During the consideration of the bill authorizing the establishment of a Bureau of War Risk Insurance, the following telegram was sent to the President of the United States:

"Philadelphia Board of Trade believes the present emergency justifies the government of the United States assuming premium of insurance on war risks on American hulls and cargoes bound to European and other ports where such risk has not been already covered by the countries of destination, and trusts your influence will be exerted to that end."

Seamen's Bill: The Board again placed itself in opposition to the passage of the bill known as the Seamen's Bill, believing that its provisions would work additional hardships upon the owners of our merchant marine and still further cripple this service.

Chesapeake and Delaware Canal: The Board gave its endorsement of the movement for the purchase of the Chesapeake and Delaware Canal by the United States, in a memorial sent to Congress in May, 1915, after the House had passed the Rivers and Harbors Bill, provided in the bill.

Frankford Arsenal: The Board of Trade actively participated in a delegation to Washington on April 17, 1915, which appeared before the Senate Committee on Public Grounds and Buildings and the House Committee on Appropriations, to urge the favorable adoption of bill appropriating \$151,000 for the purchase of additional land for the Frankford Arsenal and in advocacy of appropriations for the construction of additional buildings, which were greatly needed for the economical and proper conduct of the business of the arsenal.

United States Armor Plate Plant: The Board at its May, 1917, meeting ordered transmitted to Congress a protest against the establishment of a Government armor plate plant, arguing that existing armor plate plants of the country are fully equipped to supply the immediate and future demands of the Government; that there is believed to be a moral obligation on the part of the United States Government to utilize the private armor plate plants, as they were virtually brought into existence on the demand of the Government, and to serve it alone.

Threatened Railroad Strike: On August 22, 1917, in view of the conditions then existing between the railroads and their employes, the President of the Board again addressed a communication to the President of the United States, urging that the differences which had arisen between the management and

employees of the railroads be arbitrated either by the "Interstate Commerce Commission or under the Newlands Act, thereby maintaining and promoting the principle of arbitration and preventing a disaster, which seems to be menaced by a refusal to arbitrate."

National Preparedness: At the June, 1917, meeting the following action was taken by a unanimous vote:

"*Resolved*, That the Philadelphia Board of Trade, fully cognizant and approving of the splendid spirit shown for preparedness, not for war but against it, by assisting our country in preparing against war to thereby insure peace, do endorse as a body all that is being sincerely done in this great movement, and in the hope that all business men will encourage their employees to join the National Guard of Pennsylvania, or to attend military or naval training camps or schools, under the auspices of the United States Government, as in the Board's opinion the experience, health, general information, and especially the discipline thus obtained, all work for greater efficiency, for promotion and success."

PHILADELPHIA CHAMBER OF COMMERCE

During the progress of the war the various bureaus of the Chamber of Commerce kept in close touch with the Government, and on many occasions were able to furnish information to the War Department concerning the industries of Philadelphia, terminal facilities, warehouse space, sources of needed supplies, etc.

The War Shipping Committee, of which Howard B. French was chairman, was especially active among the shipyards, and was able to perform effective work in helping the Government to handle the labor situation. When the great need for labor in the shipbuilding industry made itself felt in the early days of the war, employers of labor, whose training made them useful in the shipyard work, were appealed to to loan their employees to the Government during the period of the war.

The committee kept in intimate touch with the shipyards along the Delaware, holding numerous meetings at which the representatives of the shipyards were present, which enabled the committee to discuss intelligently, the problems confronting each establishment. In addition, the shipyards were visited by the committee in order that all data possible might be in their hands.

A campaign of education was carried on through the moving picture houses to awaken a realization by the general public of the need of giving whole-hearted support to the shipbuilding industry. Special films were prepared; the first showing of which was made at a mass meeting held in the Academy of Music, which was attended by many prominent government officials, the Hon. Bainbridge Colby being the principal speaker.

The committee took up the housing situation and cooperated with the various agencies of the Government in securing lists of available vacant houses then existing in Philadelphia, as well as suggesting the erection of additional houses, especially in the vicinity of Hog Island. In this connection the following resolution was adopted by the committee at its meeting held on December 26, 1917:

Whereas, The Government of the United States, through the American International Shipbuilding Corporation is constructing a large shipbuilding plant at Hog Island, located upon the Delaware River, immediately adjoining the city of Philadelphia; and

Whereas, Said plant to be effective must have a requisite amount of men employed and said men should have proper living facilities; and

Whereas, Although sufficient houses are not available in that immediate section of Philadelphia, near-by land with street improvements largely made is available; and

Whereas, Some of the operative builders of Philadelphia have agreed to take charge of, and push forward the construction of said houses, practically without profit, and to complete same within ninety working days from date of contract, providing the government will take possession of the land and requisition and deliver the material necessary for completion; and

Whereas, Said properties could be built so as to net an adequate return to the Government as interest upon their investment, and would give a reasonable assurance of the Government receiving back the cost of the houses, besides assuring the Government a greater value to the Hog Island Plant itself, by reason of the permanent availability of the houses so constructed in proximity to the plant and the resultant value of the plant as a shipbuilding operation after the present emergency; therefore be it

Resolved, That the War Shipping Committee of the Philadelphia Chamber of Commerce strongly urge the Government to immediately enter into a contract with proper parties to construct houses in Philadelphia, adjacent to the aforesaid Hog Island shipbuilding plant, so that the houses can be ready for occupancy by not later than April 1st; and be it further

Resolved, That said committee strongly opposes the proposition of building frame structures at a great distance from the plant and separated by natural barriers for the reason that such structures would give little or no salvage to the Government after the present exigency and require dillicult and expensive transportation by water, of workmen, and would also leave the Hog Island plant standing alone and not in itself so valuable as a workable plant because of the absence of proper and convenient housing facilities after the war, and when the Government will desire to turn over the property to private enterprise.

Resolved, That copies of these preambles and resolutions be immediately forwarded to those in charge of the Emergency Fleet Corporation.

All of the officers and directors of the Chamber of Commerce, and many members of the staff took an active part in the various Liberty Loan Campaigns.

THE COMMERCIAL MUSEUMS

By DR. W. P. WILSON, DIRECTOR

The Philadelphia Museum, commonly known as the Commercial Museum of Philadelphia, is an institution established by ordinance of City Councils, January 15, 1891, to operate under a board of trustees consisting of twenty members, eight of whom are City and State officials and the balance leading citizens appointed for life.

This board administers the property of the institution which, at present, has a plant of five large buildings with surrounding gardens, located at 31th Street below Spruce.

The buildings house the extensive exhibits of raw products from all parts of the world; the industrial exhibits; the lecture room, in which illustrated lectures are given to school children, students of higher schools and universities, and the general public; the administration offices; the workrooms; print shop; power house; large exhibition hall for conventions and temporary exhibitions; and the free reference library of commerce and travel.

The officers of the institution are: Sydney L. Wright, President; Howard B. French, Vice-President and Treasurer; Wilfred H. Schoff, Secretary and Assistant Treasurer; Director of the Museum, Dr. W. P. Wilson, who originated the idea of the Museum and under whose direction it has been developed to the present time.

The work of the institution falls naturally into three principal lines: The



Engineers in Camp at the Commercial Museum.

exhibitions, or the museum proper; the educational work; and the Foreign Trade Bureau—the free reference library being an adjunct to all three lines of work. From the foregoing, it may readily be seen that the institution was fitted to give aid in a variety of ways during the World War.

First: The Commercial Museum was 100 per cent in all Liberty loans. It organized and maintained a War Saving Stamps Society. Four of its young men served in the army, three of them in service abroad.

At the beginning of the war its large temporary exhibition hall, over 350 feet square, was given up without rental for the purpose of recruiting and training the 19th Regiment of Engineers (Railway) who occupied it until their departure for France.

The same building was later given over without cost to the Quartermaster's Department for the storage of material. The commanding officer stated that the department was paying, at the time, as high as \$10,000 for similar space elsewhere.

During the drive for the Victory Liberty Loan, the same building was used without cost for the Naval Aircraft Exhibition, showing various forms of aircraft, observation balloons, and other equipment, wireless telephones and a fine exhibition of carrier pigeons, having war records in France.

At the time of the return of the 28th Division from France, this building was used to accommodate part of the men the night before they paraded.

Space and power were given in the power house of the institution for the pur-

pose of establishing, under the Emergency Fleet Corporation, a school for electric welding for the benefit of shipbuilding, also without charge. This school organized and set up several thousand dollars' worth of apparatus and was active for several months, up to the declaration of the armistice.

A large section of the Museum (second floor, Central Building) was dismantled and used for a couple of years for a temporary exhibit of United States Army uniforms, thus relieving space in Government buildings badly needed for office use.

Exhibits of foods were made, especially to show substitutes for wheat and meat.

Information, suggestions and samples of fruits and nuts of many kinds were given to the Government Research Committee to aid in the problem of gas masks for the army.

Frequent reference was made to the exhibits of raw products from all parts of the world in order to answer inquiries or help business men to find necessary materials to carry on our industries. Valuable help was obtained from such exhibits as those of coco fiber, flax, brush fiber, gums, etc.

Motion pictures showing war activities were lent free. These films, placed in the Museum by the Bureau of Education, are still in frequent use, especially by schools in Pennsylvania.

Sets of lantern slides and lectures showing the building of ships, airplanes, trench warfare and many other war subjects were loaned free, and were greatly in demand.

Exhibition was made of a large collection of coal tar products showing the development of American industry in the manufacture of dyes, medicines, explosives, etc., as influenced by our needs in the war.

In the line of the Foreign Trade Bureau, during the war, the Commercial Museum was actively engaged in helping to maintain the exports of the country in so far as it was possible to do so without violation of the rules and regulations of the War Trade Board. It also worked actively with a view to the further development of export trade after the removal of such restrictions—a work universally acknowledged to be extremely important in its effect upon the welfare of the country at large.

In direct war work it offered its facilities freely to the Government and co-operated especially with the War Trade Bureau in identifying enemy firms abroad.

It devoted, without charge, the outside cover page of its *Weekly Export Bulletin* during the time of the war to the advertising of Liberty Loans, War Saving Stamps, etc.

It also carried on, through its publications *Commercial America* and *America Comercial* (Spanish), a continuous propaganda in foreign countries by publishing the various messages of the President and of articles designed to counteract German propaganda.

The curators and others of the staff of the Museum were frequently called upon for lectures to aid in the entertainment of the soldiers and sailors in camps nearby, and to act as four-minute speakers at public entertainments.

In general, the institution and its employees stood ready to aid in all possible ways during and after the war.

WAR INDUSTRIES BOARD FOR REGION No. 1

(Comprising the Philadelphia Industrial District)

By GEORGE JOHANNES

The Resources and Conversion Section of the War Industries Board, of which the work of the regional advisor in Region No. 1 was a part, was organized under the direction of the Chairman of the War Industries Board, and exercised functions as delegated to it by the Chairman in accordance with the instructions of the President of the United States in a letter dated March 1, 1918, in which the functions and duties of the War Industries Board were briefly stated. The work of the Board as specifically outlined by the President consisted of the following:

1. The creation of new facilities and the disclosure of new or additional sources of supply.
2. The conversion of existing facilities, where necessary, to new uses;
3. The studious conversion of resources and facilities by scientific, commercial, and industrial economies;
4. Advice to the several purchasing agencies of the Government with regard to the prices to be paid;
5. The determination, wherever necessary, of priorities of production and of delivery and of the proportions of any given article to be made immediately accessible to the several purchasing agencies when the supply of that article is insufficient, either temporarily or permanently.
6. The making of purchases for the Allies.

Under this authority of the President, the Resources and Conversion Section of the War Industries Board was organized with Charles A. Otis of Cleveland, Ohio, as chief. In a communication dated June 3, 1918, addressed to the President of the Philadelphia Chamber of Commerce, the chief of the Resources and Conversion Section advised the organization of that section and detailed a plan by which the Government should receive in its activities the cooperation of the various regions and industries throughout the United States, and requested the perfection in the territory outlined in the letter of a business men's organization to aid the War Industries Board in its work. The headquarters of the region were fixed in Philadelphia. The letter also instructed the nomination of some one to represent the War Industries Board in the Philadelphia region, who was to be formally appointed and whose title was to be Regional Advisor.

The territory designated above by the War Industries Board was to be known as Region No. 4, and was composed of the eastern section of the State of Pennsylvania, the southern section of the State of New Jersey, and the whole of the State of Delaware.

A conference was immediately called of men thoroughly representative not only of the industrial activities of the Philadelphia region, but also of its territorial divisions. This conference met on June 14, 1918, and recommended that Ernest T. Trigg, Vice-President and General Manager of the John Lucas & Co., Inc., be appointed Regional Advisor for the Philadelphia District, and he was authorized to proceed with the organization of the War Resources Committee of the Philadelphia District, the division of the territory into sub-regions and to make all other necessary arrangements for the speedy beginning of the work, which this organization was to undertake as an auxiliary in Philadelphia of the War Industries Board in Washington. A formal appointment as Regional Advisor was issued to Mr. Trigg by the War Industries Board and he took the oath of office prescribed by law for officers of the Government.

The organization of the Philadelphia War Resources Committee proceeded on the following plan: The membership of the committee was composed of one representative of each of the eleven sub-regions into which the region was divided, in addition to one representative of each of seventeen major industrial groups represented in this region. A further detailed organization was provided for by the appointment by each member of the War Resources Committee of a committee to assist in his work, of which he then became the chairman. Members of the War Resources Committee, to act as chairmen of sub-regions, were selected at a meeting called for that purpose in each sub-region to which representatives of each commercial and civic organization in the sub-region were invited. The industrial chairmen were selected after a most careful consultation with representative men in the various industries.

The Fourth Region was divided into eleven sub-regions, for each of which a sub-regional chairman was appointed. The Philadelphia sub-region included the counties of Philadelphia, Montgomery, Delaware and Bucks.

The industrial activities of the region were divided into seventeen groups, the names of the chairmen of which are given below in connection with the names of the industrial groups which they represented:

Castings—Rodney Taylor, President, Penn Seaboard Steel Corporation.

Chemicals, Oils, Paints—Milton E. Campbell, President, H. K. Mulford Company.

Clay, Stone and Brick Products—O. W. Ketchum, President, Builders' Exchange.

Copper, Brass, Tin and Similar Metals—W. M. Weaver.

Electrical—H. H. Seabrook, District Manager, Westinghouse Electrical and Manufacturing Company.

Engineering and Professional—John E. Zimmerman, of Day & Zimmerman, Inc.

Explosives—Frank H. McCormick, of E. I. du Pont de Nemours Co.

Forgings and Stampings—Charles C. Davis, President, Pennsylvania Forge Co.

Finance and Insurance—W. A. Law, President, First National Bank, Philadelphia.

Iron and Steel Products—Horace A. Beale, Jr., President, Parkersburg Iron Co.

Leather Products—Spencer K. Mulford, President, England, Walton & Co.

Lumber Products—W. H. Lear.

Machinery and Machine Products—W. H. Harman, President, Southwark Foundry and Machine Company.

Miscellaneous—Charles W. Needl.

Rubber Products—J. A. Lambert, General Manager, Acme Rubber Mfg. Co.

Textiles and Clothing—David Kirschbaum, President, A. B. Kirschbaum Co.

Transportation and Power—David S. Ludlam, President, Autocar Co.; George Dallas Dixon, Vice-President, Pennsylvania Railroad Company.

At a meeting held August 9, 1913, J. Howell Cummings, President of the John B. Stetson Company, was elected Chairman, and N. B. Kelly, General Secretary of the Philadelphia Chamber of Commerce, was elected Secretary. The work, not having any financial support from the Government, was financed by the industries of the region, under a plan worked out and perfected by a finance committee of which Samuel M. Curwen was temporary chairman, and Frank H. McCormick permanent chairman. In addition to the committee organization outlined above, the Regional Advisor on August 12, 1913, organized the Philadelphia War Cabinet. This cabinet consisted of the chief of each United States Government War Activity in the Philadelphia region, and its chairman was the regional advisor for the region. Its organization grew out of the realization that all of the Government's activities in the Philadelphia region could not be coordinated into an efficient well working whole, unless there could be frequent meetings for

the discussion of varying problems of those interested in the governmental activities in the region. Without such discussion of the Government's problems in their larger aspect, there was grave danger that the zeal of one branch of the Government in carrying out its functions might seriously handicap another branch in its work, and that actual competition between two or more branches of the government might seriously interfere with the general war program. The Philadelphia War Cabinet provided a place where each member by understanding the other's problem could so arrange his activities as not to interfere with other governmental operations in the region, prevent competition between different branches of the Government and aid in furthering the general program.

The membership of the Philadelphia War Cabinet consisted of the following:

Emergency Fleet Corporation.—Charles M. Schwab, Director-General; Charles Piez, Vice-President, Howard Coonley, Vice-President; J. L. Ackerson, Vice-President.

Federal Reserve System.—E. P. Passmore, Governor, Third Federal Reserve District.

Food Administration.—Howard Heinz, Federal Food Administrator for Pennsylvania; C. J. Crutchfield, Assistant.

Fuel Administration.—Joseph W. Wear, Assistant Federal Fuel Administrator for Pennsylvania.

Labor Administration.—E. C. Felton, Federal Labor Administration for Pennsylvania; John C. Frazee, Assistant.

Navy Department.—Benjamin Tappin, Rear Admiral U. S. Navy, Commandant U. S. Navy Yard, League Island; Charles Frederick Hughes, Rear Admiral U. S. Navy, Commandant U. S. Navy Yard, League Island.

Ordnance Department, U. S. Army.—John C. Jones, Chief, Production Division, Philadelphia District; John Dickey, Jr., Special Assistant.

Pennsylvania Council of National Defense.—George Wharton Pepper, Chairman; Lewis S. Sadler, Executive Manager.

Navy Department.—Benjamin Tappin, Rear Admiral U. S. Navy, Commandant U. S. Navy Yard.

Quartermaster's Department, U. S. Army.—B. M. Holden, Depot Quartermaster.

Railroad Administration.—C. H. Markham, Regional Director; C. R. Capps, Traffic Assistant to Regional Director.

Regional Advisor's Office.—Ernest T. Trigg, Regional Advisor; Powell Evans, Chief, Division of Industrial Stimulation; Percival E. Foerderer, Chief, Priorities Division; George Johannes, Office Manager.

War Resources Committee.—J. Howell Cummings, Chairman; B. N. Kelly, Secretary.

The plan of having an organization in each region like the Philadelphia War Cabinet was so well thought of by the War Industries Board that the other regional advisors were instructed to organize similar bodies.

To facilitate further the operation of the office, the Regional Director, with the approval of the War Industries Board, made appointments for special duties to be confirmed by formal appointments issued by the War Industries Board. These appointments provided for the establishment of bureaus in the office of the Regional Advisor with specialists at the head of each. In the selection of chiefs of these bureaus, the Regional Advisor was fortunate in obtaining men to serve who were particularly qualified by reason of previous business experience and training effectively to carry on the duties of their positions, and who were able to give a large part of their time to the work. Powell Evans and Percival E. Foerderer, as noted before, were appointed Chief of the Division of Industrial Stimulation and Chief of the Priorities Division respectively. W. H. Harman became Chief of the Division of Plant Facilities and Charles W. Neeld acted as Chief of Industrial

Statistics. These men worked without salary, gave freely of their time, and their services in many cases were continuously used for long periods.

The regional advisor commenced active work upon his appointment. A separate office was established July 1, 1918, to do such work as was necessary for the War Resources Committee and the War Industries Board. The office staff was moved three times to different offices, each time taking larger quarters, the size in each instance necessitated by the growth of the work and the staff necessary for its performance.

Two important surveys were laid out under the supervision of the Regional Advisor; one was completed and a report sent to Washington, and the other had been well started when the signing of the armistice put an end to its activities, and made unnecessary its completion. The first of the surveys was the War Production Survey, which had for its purpose the listing of all of the war material producing plants, and the gathering of information which would enable a closer and more efficient use of their facilities. This survey was completed in ten days and the result reported to the War Industries Board in Washington. The survey covered over nine hundred plants, and the report was supported by detailed tabulations of all the information contained in the questionnaires filled out by the manufacturers. The questionnaires covered information relative to Government contracts in hand and their state of completion, facilities not being used by the Government, number of employes engaged in Government work, time worked per shift and number of shifts, labor turnover and absenteeism, shortage of labor and class of shortage, training plans for developing unskilled labor, possibility of substituting women for men, labor disturbances, power produced, used and purchased, surplus or shortage of power, adequacy of water supply, transportation situation with regard both to employes and materials, possibilities of taking on more Government work and what additional facilities would be required.

The second survey, on which work was in progress at the time the armistice was signed, was made at the direction of the War Industries Board, and collected information desired by the War Industries Board, the War Department, the Navy Department, the Emergency Fleet Corporation, the Railroad Administration, the United States Department of Labor, the Fuel Administration and the United States Housing Corporation. The survey was designed to cover all producing plants in the Philadelphia region, and was also designed to develop all facts relative to the labor situation in the plants.

The diversity of information required to be developed by the office is best illustrated by a few typical cases showing special investigations made. A survey was made to determine what locomotive cranes were available in the region for supplying a shortage of such cranes at war producing plants; steps were taken to develop information as to the capacity in the region for the manufacture of semi-steel shells for the Ordnance Department of the Army (this included consultation with manufacturers and advising with them with a view of having them convert present facilities to the making of semi-steel shells); manufacturing capacity was developed for marine boilers, crutches, klaxon horns and caterpillar tractors; a member of the office of the Regional Advisor made a very comprehensive report of possible electrical water power sites on the Atlantic coast available for the establishment of a Government nitrate plant (this report involved a thorough

knowledge of electrical engineering, in addition to transportation facilities both water and rail).

Many investigations were made of the building requirements of the war producing plants in the region with a view of aiding the Facilities Section of the War Industries Board in the work of deciding properly on applications for permission to construct buildings at war plants. At the request of the Quartermaster's Department, investigation was made for the purpose of developing suitable candidates for commissions as officers in the Quartermaster's Department of the Army. Much help was afforded manufacturers in getting proper information to the Draft Boards to exempt key-men, especially efficient in certain industries. Property was appraised under the supervision of the Regional Advisor for the Housing Corporation, to enable them to form an estimate of real estate values for construction purposes. Available storage facilities were listed to give information to military authorities as to possibilities of assembling war material here.

During the war the *Fourth Regional Advisor* was published daily. This gave prompt and authoritative information to business men on all phases of activity of the Government in which they might be interested and advised them of rulings and decisions affecting their work and relations to the Government.



Courtesy of the Philadelphia "Inquirer."

Women Workers from the Frankford Arsenal.

THE FEDERAL RESERVE BANK OF PHILADELPHIA

By WILLIAM G. McCREEDY, Acting Controller*



THE Federal Reserve Act, under which the Third District was organized, was approved on December 23, 1913, "to provide for the establishment of Federal Reserve banks, to furnish an elastic currency, to afford means of rediscounting commercial paper, to establish a more effective supervision of banking in the United States, and for other purposes." The country was divided into twelve districts.

The Third Philadelphia District originally included: All of New Jersey, all of Delaware, all of Pennsylvania east of the western boundaries of McKean, Elk, Clearfield, Cambria and Bedford counties. Later, the district included the same territory in Pennsylvania, all of Delaware, and all of New Jersey south of the northern boundaries of Mercer and Ocean counties.

The "Reserve Bank Organization Committee," consisting of the Secretary of the Treasury, the Secretary of Agriculture and the Comptroller of the Currency, took preliminary steps resulting in the election of three Class A and three Class B directors by the qualified banks in District No. 3. The first active steps looking to the organization of a Federal Reserve bank in each district were taken on August 10, 1914, when the members of the Federal Reserve Board took oath of office. The board then appointed three Class C directors for each district, naming Richard L. Austin as Chairman of the Board and Federal Reserve Agent, George M. LaMonte as Deputy Reserve Agent and Vice-Chairman, and George W. Norris as third member of that class for this district.

On October 8, 1914, the Directors of the Third Federal Reserve District met to organize the Board and elected as Governor Charles J. Rhoads, Director of group one, Class A.

On October 26th the Federal Reserve Board issued notice to the member banks of the Federal Reserve system, calling upon them to pay in their first installment of capital stock, as of November 2d, and, at the same time, the Secretary of the Treasury fixed November 16, 1914, as the date for opening the Federal Reserve banks and for readjusting the reserves of member banks to the basis required by the Federal Reserve Act.

In 1917 the real test came. The first three months of the year were commonplace, excepting that discount operations had gradually increased through the tightening of money rates, brought about by the demand for funds to finance foreign loans. The bank had been acting as fiscal agent for the United States Government, having been so designated as of January 1, 1916, but the extent of its services was the payment of checks. However, after the state of war with Germany had been declared, conditions were entirely changed. The bank was notified of the part it was to take in the prosecution of the war. This district was

*The final paragraph of this article, on Certificates of Indebtedness, was written by W. J. Davis, Assistant Cashier, Federal Reserve Bank.



Rau Art Studios, Inc.

William G. McAdoo at the Unveiling of the Liberty Statue, 3d Liberty Loan.

given a definite quota in the first Liberty Loan drive, and a committee to advertise the loan and solicit subscriptions was organized, with Governor Rhoads at its head. Upon the Federal Reserve Bank devolved the duty of handling all of the accounting work incident thereto, and of distributing the interim certificates and definitive bonds, as well as making disbursements on behalf of the Government covering campaign expenses. The bank, in common with the rest of the nation, was thoroughly unprepared to handle the work efficiently. The bank's quarters at 108 Chestnut Street, then almost unbearably overcrowded, were entirely inadequate. In the Lehigh Building, 108 South Fourth Street, where the fourth floor

had been leased for transit work, the first and second floors were rented for duties in connection with the Liberty Loan work. The volume of the regular business of the bank began to expand, partly as an indirect result of the Liberty Loan, so that it became necessary to increase the clerical force in all departments, the number of employes at the end of the year being 186. The loan work had grown so overwhelmingly that it became necessary to call upon Messrs. Lybrand, Ross Brothers & Montgomery, certified public accountants, for assistance.

The most pronounced changes occurred in 1918. The building occupied at present, 925 Chestnut Street, was acquired, and extensive alterations were made preparatory to its occupation on March 15th. Much to the regret of those associated with him, Governor Rhoads tendered his resignation in order that he might take up war work with the Y. M. C. A., and on February 8, 1918, the board accepted his resignation with great reluctance and elected E. P. Passmore to succeed him.

The year 1919 brought forth a marked change in conditions. The armistice had been signed and the war, with its attendant doubts and uncertainties, was a thing of the past. Preparations looking to the flotation of the Victory Loan were in progress.

The whole financial system of the nation had become more and more dependent upon the Federal Reserve system. The Reserve bank, as a part of that system, accumulated by September 30th about \$128,000,000 in gold, which, together with the gold held by the other Reserve banks, was the basis for practically all of the country's circulation and the entire credit structure.



Courtesy of F. W. Bulter Stanley Co. of America.

An Emergency Aid Aide does her part.

In the five loan campaigns the bank was given a total quota of \$1,515,000,000 of bonds to be sold and turned in subscriptions aggregating \$1,996,112,750, going "over the top" each time. The total amount of the First Liberty Loan was \$2,000,000,000, and with the thought in mind that the entire subscriptions received by this bank were only a trifle short of that sum, the value of the bank to the entire nation can be appreciated.

The use of Certificates of Indebtedness played a very important part in Government financing. Preceding each Liberty Loan, the Treasury Department issued Certificates of Indebtedness, which are short-term obligations, running for a period of three to five months. These certificates were always issued in anticipation of a Loan and provided a method by which a bank could invest its funds preparatory to the Loan. A more important reason for issuing these Certificates of Indebtedness was that they supplied the Government with credit to conduct its operations between Liberty Loans. The Fourth Liberty Loan was practically spent before received, as it was from the proceeds of the Fourth Liberty Loan that Treasury Certificates of Indebtedness issued in anticipation of the Loan were redeemed. Prior to the Fourth Liberty Loan approximately \$1,000,000,000 of certificates of indebtedness were issued, which gave the Government the net proceeds of about \$3,000,000,000 from the Fourth Liberty Loan. During the first three Liberty Loans there was no set basis or quota on which the banks were to purchase certificates, but preparatory to the advent of the Fourth and Victory Loans the Treasury Department fixed a certain basis or quota for which banks should subscribe; as, for example, the Secretary of the Treasury notified all banks and trust companies that they were expected to take 2 per cent of their resources fortnightly in Certificates of Indebtedness to be issued in anticipation of the Fourth Liberty Loan. The same procedure was followed relative to certificates issued in anticipation of the Victory Liberty Loan.

THE WAR SAVINGS DIVISION OF THE WAR LOAN ORGANIZATION THIRD FEDERAL RESERVE DISTRICT

CASIMIR A. SIENKIEWICZ

Under authority of an Act of Congress, approved September 24, 1917, the Secretary of the Treasury offered for sale \$2,000,000,000 worth (maturity value) of War Savings Stamps. This amount was later raised to \$1,000,000,000.

As provided by the first Treasury Department circular letter, dated November 15, 1917, "the United States War Savings Certificate, series of 1918, is an obligation of the United States when and only when one or more United States War Savings Stamps, series of 1918, is affixed thereto." Each of these certificates had space for twenty War Savings Stamps of the same issue, and each of these stamps so affixed had a maturity value of \$5 on January 1, 1923, which accordingly gave to each certificate a maturity value of \$100, each stamp bearing interest at 4 per cent per annum compounded quarterly if held until maturity.

No one person was allowed to hold at any time stamps of any one issue of an aggregate maturity value of more than \$1,000.

In case of redemption prior to maturity the holder was required to give ten days' notice to any money-order post-office where the surrender of stamps was to be effected. It was possible to register these stamps, but such registration was optional.



Photo by L. R. Snow.

School Children in Liberty Loan Pageant.

The stamps were not transferable, and were not to be received as security for deposits of public money. They did not bear the circulation privilege. They were tax exempt both as to principal and interest except from estate or inheritance tax, surtaxes and excess profit and war profit taxes then or thereafter imposed by the United States upon the income of individuals, partnerships, associations or corporations.

To make easier the payments on account of War Savings Stamps, Thrift Stamps were adopted. These stamps had a value of twenty-five cents, but bore no interest. They were not redeemable directly, but each Thrift Card, with sixteen Thrift Stamps affixed thereto, was converted into a War Savings Stamp upon payment of the difference between the actual value of the sixteen Thrift Stamps and the then current price of the War Savings Stamp.

METHOD OF DISTRIBUTION AND SALE

The War Savings Stamps and Thrift Stamps were on sale in all Post Offices and Federal Reserve Banks. There were also other agencies divided into two classes:

1. Those especially authorized by the Savings Division of the Treasury Department, who were permitted to buy stamps for re-sale to an amount not exceeding \$1,000.
2. Incorporated banks and trust companies who obtained their stamps from the Federal Reserve Bank for sale to the public in excess of \$1,000 at any one time of one issue. This second class was required to put up collateral security or actual cash in order to qualify.
3. District and local committees were effected for the purpose of extending a campaign, a National Committee being formed under the chairmanship of Frank A. Vanderlip, with headquarters at Washington. For eastern Pennsylvania Robert K. Cassatt was appointed State Director on November 20, 1917. The Director for western Pennsylvania was James Francis Burke, of Pittsburgh.

On November 26, 1917, the eastern Pennsylvania headquarters were opened at 1321 Walnut Street, and within a week the campaign was actively inaugurated.

Messrs. Cassatt and Burke created a State Council, with the assistance of which a chairman was appointed in every county, who, in turn, organized such committees as were necessary to carry on the campaign in their several counties.

Meetings were held, speakers were sent to theaters and other public places, parades were arranged and personal solicitors sent out. War savings societies were formed, particularly in schools and industries. On November 11, 1918, eastern Pennsylvania led the United States in the number of such societies, having a total of 2,094. The school children in Philadelphia were organized in 817 of these societies, and were urged to convert their pennies into "baby bonds," as the Thrift Stamps were called.

Associated with Mr. Cassatt were Joseph A. Janney, Jr., Chairman of the Industrial Committee and afterward assistant state director; William West, Philadelphia County Chairman, later acting state director; J. Curtis Patterson, who had charge of the War Savings Societies; and Benjamin H. Ludlow, state director of the speakers' bureau.

The allotment of sales for Philadelphia County for 1918 was \$35,000,000, and for eastern Pennsylvania district \$116,000,000.

By the end of 1918 the forty-eight counties of the eastern Pennsylvania District had practically met their assigned quota of \$20 per capita.

At the close of 1918 Carter Glass, the Secretary of Treasury, announced that the savings stamps movement would continue indefinitely. Substantially the same securities were offered in 1919. The same kind of Thrift Stamps were used, but the War Savings Stamps bore the head of Benjamin Franklin instead of George Washington, and were smaller in size than those of the 1918 issue.

As the campaign progressed, it was found that some one certificate to take the place of a collection of stamps was in demand. Therefore, on July 1, 1919, War Savings Certificates, designated as Treasury Savings Certificates, in denominations of \$100 and \$1,000 were issued. Their terms as to the price, rate of interest, marketability, redemption, tax exemption, etc., were substantially the same as the War Savings Stamps. They were issued in book form, and were automatically registered at the time of purchase. This protected the holder against loss by theft, fire, etc.

In the beginning of 1919, the work of the Savings Division, in each Federal Reserve district was placed under a more direct control of the governor of each of the Federal Reserve banks. E. Pusey Passmore was in charge of the movement in the Third Federal Reserve District, and together with his co-workers established an admirable record in the district. He worked jointly with John H. Mason, who later became the National Director of the War Loan Organization.

On January 1, 1919, Governor Passmore appointed E. McLain Watters (State Chairman of Pennsylvania Committees of the various Liberty Loans) as director of the War Savings Division.

J. Curtis Patterson was appointed as associate director, in charge of savings societies in industries, schools, etc.

Casimir A. Sienkiewicz, who had been Executive Secretary of the Foreign Language Division for the Second, Third, Fourth and Fifth Liberty Loans, and who was then associate member of the Legal Advisory Board for Draft District 9,

Philadelphia, likewise became associate director, in charge of sales and organization as well as general executive.

William H. P. McCoy was appointed chairman of the Savings Work in the city of Philadelphia.

Under the new arrangement the territory was changed. The grouping was made by the Federal Reserve districts instead of by States as before. The Third Federal Reserve District comprised forty-eight counties of eastern Pennsylvania, nine counties of southern New Jersey and the State of Delaware. This territory was divided into six groups.

After the armistice it was found that the redemption of stamps swelled to a great volume. This, of course, was explained partly by the fact that people had purchased stamps to help win the war, and partly by the fact that with the cessation of hostilities, and as a result of industrial reaction, many were compelled to convert their savings into cash.

Therefore during the campaign of 1919 emphasis was placed upon the need and value of a continued movement for thrift and economy.

In conclusion, it may be interesting to note that from December, 1917, to the end of 1919 approximately seven million people in eastern Pennsylvania, southern New Jersey and Delaware bought altogether a total of about \$57,000,000 worth of the Thrift Stamps, War Savings Stamps and Treasury Savings Certificates.

The national sales during the same period were \$1,126,130,731. The expenses of operation in the Eastern District in connection with the selling of the stamps during this period did not exceed .33 of 1 per cent of the money borrowed. As



Mrs. Woodrow Wilson and prominent Philadelphians at a Liberty Loan Rally.

many purchasers of Thrift Stamps have lost them, it has been estimated that this loss covers in great part the expenses of the campaign.

Comparing the Third Federal Reserve District with the New York District, it is interesting to note that it sold during 1919 within a million dollars' worth as many stamps as New York at a cost of 1.5 per dollar raise, while the New York costs were 3.6.

The redemption of stamps decreased greatly during 1919, it being estimated that the redemption of all issues did not exceed 10 per cent in the Third District.

FINANCING THE WAR BY THE LIBERTY LOANS

By LOGAN M. BULLITT, Jr.*

The flotation of five successful Liberty Loans, with subscriptions totaling nearly \$24,000,000,000, in twenty weeks of actual campaigning was not the least of the war achievements in this country. The necessity and importance of this financing needs no comment.

When, on May 3, 1917, in answer to the summons of William McAdoo, Secretary of the Treasury, the bankers of America launched the First Loan with a goal of \$2,000,000,000, there was no organization capable of adequately handling the tasks to follow. The only agency simulating such an organization was the Federal Reserve System. Consequently, the work was handed over to the twelve Reserve Banks into which the country was divided.

Not only was there no organization, there was no precedent for the building of the requisite machine. No one knew just what lay ahead or what obstacles would have to be overcome. The entire proposition was new, tremendous and unlike anything before it. The Liberty Loan campaigns were history and precedent in the making—and were so stupendous they left behind but a faint trace of the theory and practice underlying their successful flotation. The average American citizen knows little of them except the blare of the trumpet and the smile of the good looking woman who buttonholed him on the street.

The country was aflame with the war spirit at the time of the First Loan and purse strings had been loosened by the first exuberance of a deeper meaning to the word "Patriotism." The people were ready to subscribe. There appeared no necessity for a large organization.

Thus the burden of the First Loan rested on the financial institutions of the country. However, it soon became apparent that if other Loans, larger Loans, were to follow there must be an adequate machine. The First Loan was over-subscribed in virtually all sections, but it dragged along for six weeks.

The ever-growing need was for a vehicle through which to carry propaganda to the people in every way—through reason, ambition, sentiment and self-love, as well as through pure patriotic idealism.

The Third Federal Reserve District, comprising Philadelphia, eastern Pennsylvania, southern New Jersey and Delaware, was only one of the twelve districts which had such a problem—and it was one of the twelve that solved it.

As an evidence of the wisdom with which the Liberty Loan Committees were built, there was planted in the First Loan the seed which later grew into such a large and smoothly running organization. Each successive Loan was a develop-

*Associate Manager, Department of News, Victory Liberty Loan Committee.



Courtesy of Frank W. Ruhler, Stanley Co. of America.

Liberty Loan Officials.

ment of previous Loans—an expansion or rearrangement in organization. The five Loans must be considered as one movement, with the "Finishing Fifth," the Victory Liberty Loan, as the fruition of the seed planted in the First Loan.

The First Loan in the Third Federal Reserve District, May 3-June 15, 1917, was directed by a Central Committee composed of sixteen members, as follows:

Charles J. Rhoads, Chairman; Richard L. Austin, Vice-Chairman; E. T. Statesbury, George H. Frazier, E. W. Clark, Levi L. Bue, E. F. Shambacker, Ellingham B. Morris, W. D. Grange, Frederick T. Chandler, Edward B. Smith, Richard Y. Cook, William P. Gest, John H. Mason, Frank M. Hardt, Walter C. Janney.

This body acted as a Board of Directors. Mr. Janney, as its representative, assuming active control of the details, assisted by the General Committee. Mr. Janney was a member of this latter body, *ex-officio*. The other members were:

Lewis H. Parsons, Chairman; T. Johnson Ward, Vice-Chairman; J. Crosby Brown, Percy M. Chandler, Philemon Dickinson, C. C. Harrison, Jr., John J. Henderson, George W. Kendrick, 3d, Grenville D. Montgomery, Caspar W. Morris, Richard E. Norton, George K. Reilly.

In the Second Loan, October 1-October 27, 1917, the first expansion of the organization occurred. Mr. Janney became Chairman of the Executive Committee, which took the place of the General Committee. The membership was reduced to five, the following, in addition to Mr. Janney, serving: Messrs. Parsons, Ward, Mason and Joseph Wayne, Jr. The Central Committee remained the same, except that Mr. Janney was no longer a member of it.

Two of the most successful branches of the Liberty Loan Committee were brought into being in this campaign. One, the Industrial Committee, under C. N.

Laner, assisted by J. M. Blankenburg; the other, the Publicity Division, under Richard E. Norton.

The Publicity Division was split into nine units in the Second Loan. Newspaper advertising was in charge of A. K. Higgins, Thomas Mulvey, Irvin Paschall, and Philip C. Staples. To Bart Andress was given the preparation of material for the newspapers. Gilbert E. Gable was placed in charge of electric signs and Frederick G. Pierce, of special articles for distribution. Ordering and shipping fell to Paul D. Howe; advertising floats were arranged by Charles H. Baruch; the distribution of posters, by Boy Scouts, was directed by George I. Bodine, and the auditing department was turned over to Malcolm Huey.

Grenville D. Montgomery, assisted by William S. Evans, established the Investment Bankers Committee in this Loan.

The expansion, begun in the Second Loan, was carried further in the Third Loan, which opened April 6, 1918, and closed May 4th.

Probably the most radical departure in the Third Loan was the recognition of sections outside Philadelphia by appointing representatives to the Central Committee. E. Pusey Passmore, Governor of the Third Federal Reserve Bank, assumed the chairmanship of the Committee, and the entire personnel was changed with the exception of Messrs. Austin, Hardt, Morris, Rue and Stotesbury. The new members were:

Alva C. Dinkey, Samuel Rea, Ernest T. Trigg and John Wanamaker, of Philadelphia; J. B. Dimmick, Scranton; W. W. Griest, Lancaster; M. C. Kennedy, Chambersburg; F. M. Kirby, Wilkes-Barre; William C. Sprout and Vance McCormick, Harrisburg; C. LaRue Munson, Williamsport and Charles M. Schwab, Bethlehem. David Baird, of Camden and Washington A.



Courtesy of Frank W. Buhler, Stanley Co. of America.

Members of the Women's Committee, Victory Liberty Loan.

Rochling, of Trenton, were the New Jersey members. Pierre S. du Pont, of Wilmington, was the representative from Delaware.

Another departure, shown by the personnel of the above Committee, was the choosing of men other than bankers and brokers. For instance, Messrs. Dinkey and Schwab were steel men; Mr. Rea, a railroad man; Mr. Trigg, a paint manufacturer; Mr. Wanamaker, a merchant.

In the Third Loan, the Executive Committee became the Advisory Committee and the personnel was changed by the withdrawal of Messrs. Ward and Parsons, the latter to assume the title of Director of the Liberty Loan Committee. George Wharton Pepper, Chairman of the Pennsylvania Council of National Defense, and Horatio Gates Lloyd were appointed members. Howard F. Hansell, Jr., was appointed assistant to Mr. Parsons.

The Advisory Committees for Pennsylvania, New Jersey and Delaware came into being, and were under the respective leadership of George K. Reilly, Philemon Dickinson, and Levis L. Mann. Executive secretaries were appointed for these Committees and bore the brunt of the work. These Secretaries were: E. McLain Watters for Pennsylvania, and Howard S. Kinney for New Jersey and Delaware. Messrs. Watters and Kinney became the Chairmen of these Committees in the Victory Loan.

One of the most important factors in the following campaigns was started under Carl N. Martin in the Third Loan. This was the Citizens' Committee, which carried the campaign to the homes of the people.

The Clearing House Committee, under Joseph C. Wickham, was formed to collect and tabulate subscriptions. The quarters in the Lincoln Building were not adequate, so this Committee was housed at 13th and Cherry streets.

The Foreign Language Division was brought to a high degree of organization in this Loan under John J. Henderson, with the assistance of Casimir A. Sienkiewicz, and just prior to the opening of the Loan, a house organ, known as *The Liberty Line*, was started. George B. Hynson was Editor-in-Chief. Mr. Bodine assisted in collecting and editing the material, as well as directing the activities of the Boy Scouts. This organ continued a successful existence through thirty-eight numbers to the close of the Victory Liberty Loan.

The Publicity Division was also more highly organized in this campaign, under the direction of Mr. Norton, with the establishment of the following subdivisions and bureaus:

News, Thomas J. Mulvey and William F. O'Donnell; City Promotion, Thomas J. Warren; County Promotion, Irvin F. Paschall; Parade Bureau, E. J. Berlet; Feature, Gilbert E. Gable; Motion Pictures, Lawrence D. Beggs and Frank W. Buhler; Service, J. Bowe Stewart; Business, Lewis B. Gwyn.

Other committees formed for this drive, the greatest up to this time, and second only to the Victory Liberty Loan, were:

Clubs, R. M. Stinson; Department and Chain Stores, P. M. Chandler; Fire Insurance Brokers and Agents, C. W. Churchman; Fire Insurance Companies, Benjamin Rush; Information, A. B. Miller; Investment Bankers, George H. Frazier; Life Insurance Companies, George K. Johnson; Life Insurance Underwriters, Thomas L. Fansler; Mass Meetings, G. E. Nitzche; Miscellaneous, Thomas Duncan Whelan; Partial Payments, C. C. Harrison, Jr.; Professions, Tristram C. Colket; Railroad and Public Utilities, Caspar W. Morris; Savings Fund, G. C. Purves; Building and Loan Associations, C. A. Simpler; Schools, A. G. Neary; Speakers, John M. Denison; Stock Exchange, William D. Grange; Transportation, Lewis B. Gwyn; Trust Companies, Edingham B. Morris.



Courtesy of Frank W. Eubler, Stanley Co. of America.

Women in charge of Liberty Loan Booth

Organizations were also formed in all the counties of the three states, with chairmen and secretaries for each. These leaders in the outlying sections kept in touch with headquarters through their respective Advisory Committees.

The Fourth Loan, which opened September 28th and closed October 19th, was the first to be floated in three weeks. This campaign brought further expansion of the committees, but added few new ones. Where one person had attended to the work in the Third Loan there now sprung up, in many cases, a force of men. The quarters in the Lincoln Building became inadequate, and the overflow went into the Liberty Building next door, where the Philadelphia Council of National Defense had offices.

Governor Passmore became a member of the Executive Committee, which otherwise remained the same. Four new members were added to the Central Committee, and three dropped out. The new members were: William A. Dyer, Secretary; William H. Hutt, George H. Stewart, of Shippensburg, Pa.; and Louis A. Watres, of Scranton, Pa.

Under the leadership of W. Morgan Churchman and Carroll J. Waddell, the Industrial Committee became a real force, with twenty-two groups reaching every industry in the city. The Citizens Committee, with Warren A. Reed as assistant to Mr. Martin, also developed remarkably.

Mr. Norton became Director of Publicity, and virtually every department under him enlarged its activities. Mr. Gable was made assistant to Mr. Norton, and J. E. Bacon took charge of the Supply Department.

The Speakers' Bureau, which previously had cooperated with the Committee, now became an integral part of it, with Henry S. Drinker, Jr., and William J. Wheatley directing the work in Philadelphia. Benjamin H. Ludlow and J. W. Rhine were in charge of activities outside the city.

The Fourth Loan, September 28-October 19, 1918, was the most difficult because of the influenza epidemic. Every day additional members of the various committees were missing from their desks. Nevertheless, in face of all discouragements, the leaders retained their confidence and with those who were unaffected by the epidemic did double duty. Both Philadelphia and the district overscribed their respective quota.

The Fourth Loan was the last while the war was in progress. The armistice was signed before the Victory campaign began and the war spirit had begun to wane.

The War Loan Organization was formed soon after the Fourth Loan, combining the Liberty Loan Committee and the War Savings Committee under the same head, though the organizations remained intact and separate. Mr. Mason was appointed Director of the War Loan Organization for the Third District.

The Victory Liberty Loan, April 21-May 10, 1919, necessitated the expansion of practically every committee.

Richard E. Norton, W. Morgan Churchman and Albert E. Berry, were appointed Associate Directors, Mr. Waddell taking Mr. Morgan's place on the Industrial Committee.

The Executive Committee was reorganized as follows:

E. Pusey Passmore, Chairman; John H. Mason, Vice-Chairman. Publicity Division, Richard E. Norton, Walter C. Janney and George Wharton Pepper. Industrial Division, W. Morgan Churchman, Horatio G. Lloyd and Joseph Wayne, Jr. City Activities Division, Albert E. Berry, Lewis H. Parsons and John H. Mason.

The Central Committee was enlarged, with the following new members:



Courtesy of the Philadelphia "Press."

German Fokker at Liberty Loan Rally.

T. DeWitt Cuyler, Edwin S. Stuart, Governor Walter E. Edge and Charles K. Haddon, New Jersey; Colonel M. C. Kennedy, Chambersburg, Pa.; A. Mitchell Palmer, Chester, Pa.; Governor J. G. Townsend, Delaware; and J. P. Winchester, Wilmington, Delaware.

To describe in detail the changes that took place prior to this campaign would require many pages. Let a single example suffice.

In the first two Loans, publicity was handled almost entirely by persons not officially connected with the Loan Organization.

In the Third Loan a Press Bureau was started. William F. O'Donnell, assisted by one stenographer, sent out material to the newspapers. In the Fourth Loan, there were three men and two stenographers in what was then known as the News Bureau. In the Victory Loan, the Department of News included fifteen newspaper men, three stenographers and three messengers, covering virtually every field. From the few hundred words sent out each day in the Third Loan, the publicity matter reached tens of thousands of words every day in the Fifth Loan.

This example has been selected because it was the one with which the writer was most familiar. However, it is typical of what was done throughout the Victory Liberty Loan by every department. No chance of reaching every person living in the Third Federal Reserve District was overlooked.

Among the committees with new leaders in the Victory Liberty Loan were:

Banks, J. R. McAllister; Clubs, Charles A. Porter, Jr.; Foreign Language, Judge Joseph Bullington; Professions, Owen J. Roberts; Stock Exchange, Charles H. Bean.

Among the committees added to those previously mentioned were:

Artists, H. Devitt Welsh; Civics, Thomas B. Smith, Mayor of Philadelphia; Federal Government Organizations, W. H. Padgett; Honor Flag, James D. Winsor, Jr.; Labor, Frank Feeney; Newspaper Publicity Fund, A. A. Jackson; Photographers, R. A. Phillips; Department of Features, Colonel L. J. Magill, U. S. M. C.; Singing, John F. Braun; Real Estate, Robert J. Nash; Theatres, Harry C. Jordan.

It is a matter of regret it is not possible to pay tribute to all who aided in the successful flotation of these Five Loans. But the work was so vast, and so many people had a share in it, that many of the most deserving must go their way without reward other than the satisfaction of duty and work well done.

A SUMMARY OF THE FIVE LIBERTY LOAN ISSUES IN PHILADELPHIA

	Popu- lation	Total Banking Resources	Quota	Subscrip- tion	Allotment	Number of Subscrib- ers	Per Cent of Popula- tion Subscrib- ing	Per Capita Subscrip- tion
FIRST LOAN	1,800,000	No record	\$94,964,750	\$145,172,950	\$96,809,650	No record	No record	\$54.00
SECOND LOAN	1,800,000	\$1,385,117,113	139,199,950	231,901,000	143,327,350	245,126	13.62	82.00
THIRD LOAN	1,800,000	1,210,133,000	136,199,950	169,350,600	169,350,600	653,132	36.28	91.00
FOURTH LOAN	1,800,000	863,991,000	259,193,000	311,306,250	311,306,250	502,861	27.93	173.00
FIFTH LOAN	1,800,000	1,074,138,676	186,209,150	208,132,200	174,591,350	350,963	19.49	116.00

FOREIGN LANGUAGE DIVISION, LIBERTY LOAN COMMITTEE

CASIMIR A. SIENKIEWICZ

In connection with the Second Liberty Loan, a Foreign Language Division was organized in the Third Federal Reserve District to take the message of Americanism to the foreign born and foreign speaking members of the community. The greatest work was accomplished during the Fourth Loan.



Photo by T. R. Snow

Dance of the Allies - Liberty Loan Pageant.

The chairman of this division was the Hon. Joseph Bullington, judge of the United States Circuit Court of Appeals; Edward T. Stotesbury was vice-chairman and Casimir A. Sienkiewicz, executive secretary. John J. Henderson was an ex-officio member of the committee.

Nineteen committees were formed at the beginning of the Fourth Loan for work among that number of nationalities represented in the city, and a very brief statement of each committee is hereby given.

ALBANIAN: The Rev. Mark Kondoli reported that the 700 Albanians in Philadelphia had contributed \$13,350.

ARMENIAN: Aram K. Jerrehian turned over subscriptions amounting to \$16,750 for the Fourth Liberty Loan. This amount does not include subscriptions made to other agencies which amounted to \$100,000. It is interesting to note that in the Third Liberty Loan the Armenians of Philadelphia led in the per capita subscription.

CHINESE: Under the direction of the Rev. Hong Lee, the Chinese subscribed \$8,000.

CZECHO-SLOVAK: About 10,000 Czecho-Slovaks are residents of this city and the committee sold Liberty bonds to the amount of \$30,350, and an additional amount of about \$170,000 was purchased by the Czecho-Slovaks in factories, shops and other places.

FRENCH: Professor P. F. Girond, with the cooperation of a very effective women's committee, reported a total sale of \$89,000.

GERMAN: Among the men in charge of the Liberty Loan Campaign for work with Americans of German birth or descent, were John B. Mayer, Chairman; Louis A. Schmidt, Treasurer; Franz Ehrlich, Jr., Secretary. In the amount of subscriptions this committee led the division; their final report showing that they raised directly or indirectly, \$20,600,000.

GREEK: The Greek colony of about 2,000, under the direction of Dr. S. Vilaras and C. Stephano, purchased \$135,000 of bonds and thus led in the per capita subscription for the Fourth Loan.

HUNGARIAN: Among the officers of the Hungarian Committee were Samuel Folkman, who organized a committee with the Rt. Rev. Edwin F. Neuriher as chairman, and Eugene J. Handelsmann as secretary. This committee raised directly \$31,000 and was instrumental in raising \$175,000 additional in cooperation with other agencies. At a single meeting held on the first Sunday of the campaign, September 29, 1918, bonds worth \$5,000 were sold. Most of the subscriptions were for \$50 bonds.

ITALIAN: Frank Roma was chairman and R. J. Neri, Secretary, of the committee which carried on a very active and successful work. The committee raised directly \$5,636,150 and the total amount which could be credited to the 70,000 Italians subscriptions to the Fourth Liberty Loan is over eleven and a half million dollars.

JAPANESE: Doctor Shinkishi Hatai, as chairman of this committee, assisted by Mr. Seno, sold \$10,000 worth of the Fourth Liberty Loan bonds. Many of the subscribers were Japanese students.

LETTISH: The officers of the men's committee were Andrew Werbel, Chairman, and K. A. Rahwin, Secretary. Of the women's committee, Augusta Hausman, was Chairman, and Betty Pettit, Secretary. The 2,500 Letts exceeded their quota in the Third Loan by \$3,950, and in the Fourth Loan their direct subscriptions amounted to \$26,700 through the men's committee, and \$14,500 through the women's committee, making a total of \$41,200.

LITHUANIAN: The Lithuanians of Philadelphia, about 3,000, are chiefly located in two sections of the city, and two Liberty Loan committees were formed. Charles Miklas reported for the two committees that \$50,000 was secured directly, and \$50,000 additional indirectly. In checking up the subscriptions for the Fourth Liberty Loan, the committee discovered that the Lithuanians should be credited with the purchase of \$100,000 worth of bonds.

POLISH: This committee coordinated the efforts of seven Polish churches, and over 136 fraternal and social organizations. The Chairman was Joseph Slomkowski, and the other officers were A. Ziernicki, Vice-Chairman; Leo Alexander, First Secretary; and E. Schurgot, Second Secretary. There were nine subcommittees,



Courtesy of C. S. Simonski.

Lt. Flachere, of France and his SPAD in Liberty Loan Campaign.

which turned in total subscriptions of \$5,301,000. The devoted response of the Poles was exemplified by the widow of the first Philadelphia Pole who was killed while serving with the American Army in France. This woman, Mrs. Mary Trojan, subscribed \$550 to the Fourth Liberty Loan, which represented the full amount received by her as an insurance premium after the death of her husband.

ROMANIAN: John A. Petku was the Chairman of a committee representing the 1,000 Romanians in this city who subscribed directly or indirectly \$15,000.

RUSSIAN: The work in the Russian colony was directed by Nicholas Kushi-
niroff, and raised \$25,000 directly, and an additional sum of \$82,000 indirectly.

SCANDINAVIAN: This committee included people of Danish, Swedish and Norwegian birth, or descent. C. A. Moldrup was Chairman, and Anna Petersen Secretary. As a result of 8,000 personal appeals they secured \$153,900.

SERBIAN: Iovan Stamoyev, Chairman, organized committees and addressed mass meetings among the Serbians of Philadelphia and vicinity, who raised directly \$3,000.

SYRIAN: There were about 300 to 1,000 Syrians in this city and under the leadership of the Rt. Rev. Joseph Yazbek, Bishop of the Syrian Church, subscriptions to the amount of \$10,000, which included the returns made by the women's committee, were received.

UKRAINIAN: Eight meetings were held during the first five days of the Fourth Liberty Loan Drive, and at the end of the campaign, T. G. Hrycey, Chairman, and Roman Slobodian, Secretary, reported sales to the amount of \$80,000.

In making this report the officers of the Division paid special tribute to the splendid work done by the various women's committees.

The South Philadelphia Women's Committee, of which Mrs. Walter J. Freeman, was Chairman, is an example of the effective work accomplished. In this section of the city the Italian, Lettish, Syrian, French and Czecho-Slovak residents bought a total of over \$130,000 worth of Fourth Liberty bonds.

Among those who acted as speakers and interpreters were:

Joseph Jacolucci, Alex. Berkowitz, M. Malcolm Slikas, Leo Alexander, Samuel Folkman, Andrew Slabey, Charles Miklas, Joseph DeVito, J. Pizzagno, C. C. A. Baldi, John DiSilvestro, Joseph Slomkowski, John B. Kliniewski, Joseph DiSilvestro and the Rev. A. D. Domenica.

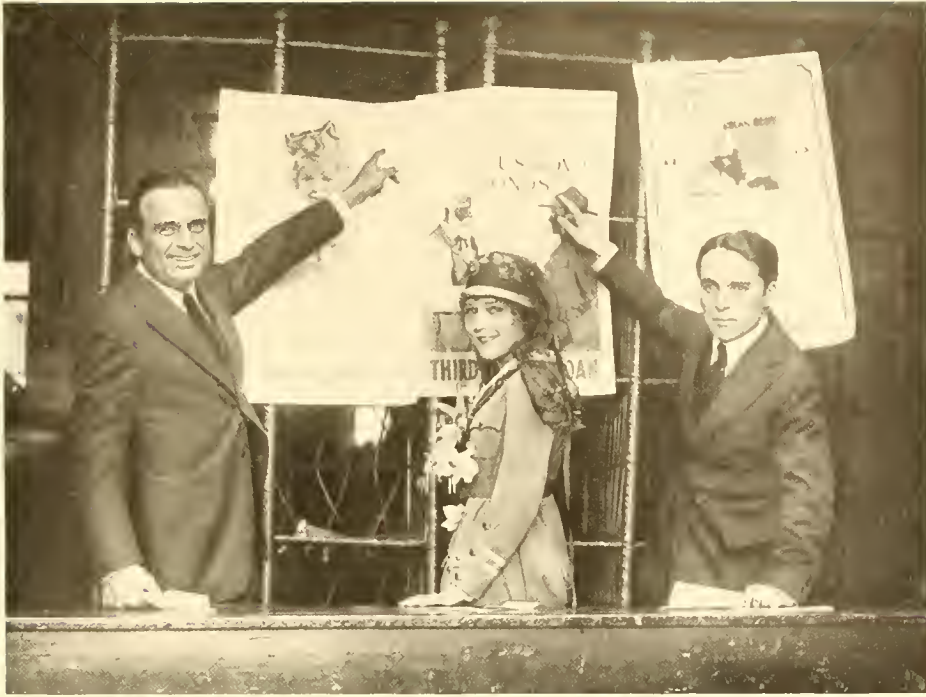
Organized work was carried out in cities near Philadelphia, including Allentown, Scranton, Reading, Johnstown, Phillipsburg, Lebanon, Bethlehem, Wilkes-Barre, Shamokin, Clearfield, Houtzdale, Easton, Norristown, Altoona, DuBois, Chester and Harrisburg; also in New Jersey, at Camden, and Trenton, and at Wilmington, Del.

A total of over \$100,000,000 of Liberty Bonds were sold by the various committees during their tenure of office.

FOUR-MINUTE MEN

JACOB WARNER RHINE

No one questions but that the morale of the American service men in the trenches and on the seas, which amazed all Europe, was kept up by the almost equally amazing morale of the people home. How they were kept in line, and how their determination and sacrifices in men and money and conveniences were



Courtesy of Frank W. Buhler, Stanley Co. of America.

Douglas Fairbanks, Mary Pickford and Charlie Chaplin at Liberty Loan Rally.

coordinated to assist the Government in carrying on the war, were features of the conflict that cannot be told too much in detail.

Foreign observers who were in America at this time were almost as much impressed by what the citizen body volunteered to do and did do to gain the desired end, as they were by what the fighting forces were doing on the other side. Suffice it to say, that in all this civilian work the public and professional men of Philadelphia acquitted themselves in no uncertain manner. What they did was done, not from mere loose enthusiasm for the cause but through an organization perfectly equipped as a whole and intact in all its parts. In Pennsylvania the task of keeping the public informed and securing their wholehearted and unquestioning support for all the projects of the Government, financially and otherwise, fell upon the Pennsylvania Four-Minute Men, which was officially organized by the Committee on Public Information, with the appointment of Owen J. Roberts as State Director on December 1, 1917. Henry B. Hodge, who had previously been appointed by the Treasury Department as Chairman of the Liberty Loan Speakers' Bureau for the Third Federal Reserve District, was appointed Chairman of the Philadelphia Four-Minute Men.

On January 1, 1918, Henry B. Hodge succeeded Mr. Roberts as State Director and appointed the following staff assistants:

Benjamin H. Ludlow, Vice-Chairman; Jacob Warner Rhine, Executive Secretary; Harry D. Wescott, Chairman for Philadelphia; Harold B. Beitler, Chairman of Committee on Enrolment of Speakers; Elliott W. Stinson, Executive Secretary of Philadelphia Branch; E. C. Morey, Chairman of Pittsburgh Branch.

The Four-Minute Men was from the beginning a voluntary organization

receiving no appropriations whatever from the Federal Government. Realizing the importance of the spoken word and the great usefulness to which the Four-Minute Men could be put, and knowing that an efficient organization could not be effected without funds with which to pay office and administration expenses, the Committee of Public Safety offered to take the Four-Minute Men into its organization as one of its correlated branches of war activities, placing at the disposal of the State Director of the Four-Minute Men an appropriation from the Pennsylvania Defense Fund, which was to pay the office expenses of the organization and traveling expenses of the speakers. With this necessary aid from the Committee of Public Safety, Mr. Hodge and Mr. Ludlow immediately organized a branch of the Four-Minute Men in every county in Pennsylvania, appointing county chairmen to act in cooperation with the chairman of the county branches of the Committee of Public Safety in their respective counties. They then endeavored to establish local branches of the organization in every city and town in the State. In April, 1918, sixty county branches and over 400 local branches were well established.

In Philadelphia, Mr. Wescott and Mr. Beitler had succeeded by the beginning of the Third Liberty Loan Campaign, April 6, 1918, in perfecting an organization of 200 Four-Minute Men who were trained speakers. The entire burden of supplying Liberty Loan Speakers during the Third Liberty Loan Campaign fell upon the Four-Minute Men. Their activities were not limited to the theatres. They were sent to all kinds of public and private meetings, to industrial plants, churches, schools, open-air mass meetings and, in fact, to every ready-made audience that could be utilized.

During the Third Liberty Loan Campaign the Philadelphia branch of the Four-Minute Men furnished speakers for over 1,200 meetings, including theaters. During this campaign, the State headquarters of the Four-Minute Men supplied speakers of national prominence for over one hundred mass meetings in Pennsylvania outside of Philadelphia.

The effectiveness of the work done by the Pennsylvania Four-Minute Men as a speakers' bureau was recognized by those in charge of the war activities within the State, and consequently, at the close of the Third Liberty Loan Campaign, all speaking activities in the State of Pennsylvania were placed under the direction of the Pennsylvania Four-Minute Men.

The work done by the Four-Minute Men acting as the speakers' bureau of the Pennsylvania Council of National Defense, formerly the Committee of Public Safety of Pennsylvania, in the speed-up production work in ammunition plants and coal mines, was a particularly valuable one. During the War Chest Campaign held in May, 1918, Harry D. Wescott, chairman for Philadelphia County, perfected what was known as the Alien Squad, composed of a detail of United States soldiers in full equipment, all being of foreign birth representing different nations engaged to some degree in the war. The value of this squad of soldiers for Americanization purposes was inestimable. After having been used with splendid results in the Philadelphia district, the squad was sent to the Pittsburgh district under the direction of John H. Owen, and a two weeks' tour made throughout the Pittsburgh coal and industrial section. Actual increase in production was shown both at the coal mines and industrial plants after a visit of the Alien Squad.

The work done by the Four-Minute Men in connection with this speed-up



Courtesy of Frank W. Buhler, Stanley Co. of America.

Philadelphia "Mummers" parade for the Liberty Loan.

production work was commended in a special letter from the United States Ordnance Department.

In August, 1918, Henry B. Hodge, having combined practically all of the war activities of the speakers' bureau into the one organization, namely, the Pennsylvania Four-Minute Men, resigned as State Director to take up a commission as Major in the United States Army. At the time of his resignation, the Pennsylvania Four-Minute Men was the largest and most effectively organized State branch of the Four-Minute Men in the United States. The organization was composed of approximately 600 local branches throughout the State and over 1,000 speakers.

Benjamin H. Ludlow was appointed to succeed Mr. Hodge as State Director of the Pennsylvania Four-Minute Men, and the speakers' bureau of the Pennsylvania Council of National Defense, by the joint appointment of the Pennsylvania Council of National Defense and Committee on Public Information.

Mr. Ludlow began immediately to extend further the activities of the Four-Minute Men and to increase the organization. He appointed the following associate directors to assist him: Harold B. Beitler, Philadelphia; Henry S. Drinker, Jr., Philadelphia; George S. Lloyd, Carlisle; Harrison E. Nesbit, Pittsburgh; John M. Harris, Scranton; Harry D. Wescott, Philadelphia.

On the first of September, 1918, the Philadelphia Division of the Four-Minute Men was separated from the State Headquarters. The Philadelphia Head-

quarters were thereafter made at the Liberty Building, and the entire Philadelphia Division was reorganized and the personnel doubled by Henry S. Drinker, Jr., the Associate Director in charge of the Philadelphia district.

Although the Four-Minute Men were patiently tolerated by the audiences of the theatres during the first two or three months of their activities, the interest of the people steadily increased in what these men had to say, and the ability of the men to make good speeches increased by leaps and bounds on account of their special training, so that by the latter part of the summer of 1918 the Four-Minute Men were regarded as a feature at the local moving-picture houses and eagerly welcomed by the theatrical managers. Under Mr. Drinker's persistent efforts, the personnel of the Philadelphia organization was increased to about three hundred and fifty speakers. These speakers were classed according to their respective abilities and used for the particular kind of work for which they were best adapted. A number of the men, while unable to make a good four-minute speech on account of the briefness of the time, were able to make splendid speeches of a half-hour's duration. Some men were particularly adapted to speaking at industrial plants, while others were particularly adapted to speaking in churches and schools. A system of criticism was also instituted in order to increase the efficiency and worth of the speakers. The aid of a number of prominent men was enlisted to hear the speeches and to constructively criticise them. Several men volunteered their services as critics and faithfully attended the theatres and moving-picture houses



Courtesy of Frank W. Buhler, Stanley Co. of America.

Girl Scouts Lead Liberty Loan Parade.

to which they were assigned to listen to four-minute speakers. In this way the faults into which some of the speakers had drifted were brought to the attention of the speaker and eliminated, and the entire body of Four-Minute Men were given the view point of the audiences by means of these critics.

By the beginning of the Fourth Liberty Loan Campaign, every theatre and moving-picture house in Philadelphia was enthusiastically cooperating with the Four-Minute Men in all speaking campaigns which came under our direction. A committee of leading theatrical managers of Philadelphia was appointed with Harry Jordan of Keith's Theatre acting as Chairman. Tuesday and Friday nights were set aside as Four-Minute nights at theatres and moving-picture houses, and every theatre and moving-picture house in the City was covered each of these nights by four-minute speakers assigned to the respective theatres.

In addition to the work in theatres, the Philadelphia Four-Minute Men were called upon to send speakers to practically every meeting which was held in the City, for any purpose, during the period of the war. At times as many as two hundred speakers were assigned for a given day.

Immediately prior to the Fourth Liberty Loan Campaign, an educational campaign was carried on by the Four-Minute Men to show people the many concrete reasons why it was necessary for them to support the Loan to the extreme of their ability, so that, by the time the campaign opened, the Four-Minute Men changed their tactics and began to actually sell the bonds in the theatres. In the last week of the campaign every theatre and moving-picture house in the city conducted a nightly drive for bonds, these drives sometimes taking up thirty to forty-five minutes. The theatrical managers kept an eagle eye on the audience and the drive closed as soon as the interest began to wane, but the remarkable feature was that the audience seemed to enjoy these drives as much as the show itself. At the end of the first week of the Fourth Loan Campaign the public health authorities banned all meetings, both indoor and outdoor, on account of the influenza epidemic. Many features that had been arranged for Philadelphia, such as the concerts of the Great Lakes Naval Band, mass meetings with moving-picture stars, including Mary Pickford, Douglas Fairbanks, William S. Hart and Charlie Chaplin, had to be omitted. Sousa's Great Lakes Naval Band was assigned to Philadelphia during the first week of the campaign and contributed a great service to the drive. On account of the ban on meetings and the fatal character of the epidemic, it was found in the last week of the drive that Philadelphia was far behind its quota, and the Four-Minute Men were called in to devise some means to reach the people in an appeal for support. Mr. Ludlow and Mr. Drinker devised and carried out a scheme of sending around the city upwards of two hundred speakers, armed with megaphones and cow-bells who were to go as "town criers." These "town criers" walked or drove slowly through every street in the City during early and late evening hours, and talked to the people at their homes. The results following the efforts of the "town criers" were marvelous. People, knowing through them that Philadelphia was in danger of losing her prestige of being first in all patriotic endeavors, journeyed to the nearest bank or Liberty Loan Headquarters and placed their subscriptions, so that in a brief space of three or four days the entire quota for Philadelphia was subscribed.

The national emergency being over, President Wilson ordered the Four-Minute Men to demobilize on December 31, 1918, and requested that they at no

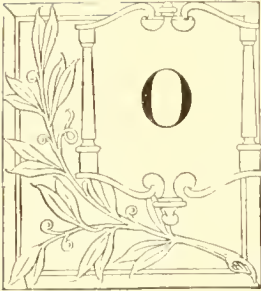
future time reorganize, nor permit the name "Four-Minute Men" to be used for any purpose other than governmental assistance in a national emergency.

There is not sufficient space in this short sketch to give due individual credit to the great number of professional and business men of Philadelphia who served as four-minute speakers. Suffice it to say, that at the close of the year 1918 the Philadelphia Four-Minute Men was recognized by the authorities at Washington as the most complete and efficient speaking organization in the United States.



Booth at West Philadelphia Station in charge of P. R. R. Women's Division for War Relief.

THE FEDERAL FUEL ADMINISTRATION



ON August 10, 1917, President Wilson approved the law passed by Congress, known as the Lever Act, which conferred upon him the power to deal with the fuel situation. Administrators were appointed throughout the United States and the work in Philadelphia was placed in charge of Francis A. Lewis.

General plans, dealing with the conservation of fuel—coal, oil, wood or any other substance producing heat—were formulated and carried into effect.

First was the order for "Heatless Days," which directed that on Mondays of each week, from January 21 to March 25, 1918, all use of fuel, except by consumers classed as absolutely necessary, was prohibited. This order was revoked after the observance of the third Monday, except in New England, where four "Heatless Days" were observed.

The voluntary obedience of motorists to the Fuel Administrator's request to conserve gasoline on Sundays, in the summer of 1918, is one of the most outstanding contributions by patriotic Americans in the vicinity of Philadelphia to the psychology of patriotic suggestion.

In Philadelphia a Skip Stop system was adopted as a war measure by the Philadelphia Rapid Transit Company.

It was ordered by the Fuel Administration that from June 1, 1918 to May 21, 1919, no fuel of any kind could be used on a private yacht for any purpose save galley fuel.

In order to save coal in office buildings, no passengers were carried on elevators, during a certain period, from any one floor to the floor immediately above or below.

"Lightless Nights" were inaugurated by the Fuel Administration, November 15, 1917, for the purpose of conserving the fuel supply of the nation. On December 14, lightless nights were restricted to Sundays and Thursdays. On April 22, 1918, this order was temporarily suspended. On July 20, 1918, a new order was issued, effective July 24, which stipulated that the use of light produced by the use of coal, gas, oil or other fuel for illuminating or displaying advertisements, announcements or signs, or for the external ornamentation of any building would be discontinued entirely on Monday, Tuesday, Wednesday and Thursday of each week within New England and the states of New York, Pennsylvania, New Jersey, Delaware, Maryland and the District of Columbia; and, on Monday, and Tuesday of each week in all the remainder of the United States. The order excepted bona-fide roof gardens and outdoor restaurants and outdoor moving-picture theatres. The use of light for illumination for display in shop windows, store windows, or in signs in show windows was discontinued from sunrise to sunset, and discontinued entirely on the "lightless nights" designated by the order.

Street illumination in all cities was restricted to the hours between sunset and sunrise, and the amount of public lighting in any city reduced to that necessary

for safety. The order charged local Fuel Administration officials with the duty of arranging with municipal authorities for the regulation of public lighting, in accordance with the provisions of the order.

Mr. Lewis, as local Administrator, organized three Bureaus in Philadelphia.

The Bureau of Distribution, under Harry P. Sheldon, helped to solve the problems of dealers who found it difficult to secure coal and of householders, and others, who had little or no coal on hand.

"The determination of a proper allotment to buildings, such as churches, theatres, office buildings, etc., was referred to the Conservation Division, where it was acted upon by a Committee of Fuel Engineers and others thoroughly conversant with heating apparatus and heating problems. The intention was to apportion to each building, and particularly to each dwelling, a sufficient amount of coal for its usual requirements to maintain a temperature of sixty-eight degrees and to provide necessary coal for cooking and other domestic uses. During the period of March 21, 1918 to February 1, 1919, when this Bureau was discontinued, 300,000 orders for coal, for more than 333,000 buildings within the limits of the city, were passed upon."

THE BUREAU OF HOUSING, of which David Wallerstein was Counsel, and Thomas M. Hyndman, Associate Counsel, was established in June, 1918, and up to December 31, 1918, handled 1,123 recorded cases of what was popularly known as "rent profiteering." Because of war-time conditions, rents were almost everywhere raised, houses, usually for rent, were taken off the market and held for sale only at greatly increased prices and old tenants were ordered to vacate in order that higher rates might be put into effect, or the house held for sale. In some cases justifiable increases were made but the Bureau was able to prevent much injustice. The activities of the Bureau were so well known by the general public, that a large number of cases were settled among the persons involved without appeal to the Bureau for aid.

The Bureau received active cooperation from the Philadelphia Real Estate Board of which Hibbard B. Worrell was President, from John Hilder, Secretary of the Philadelphia Housing Association and from many other similar organizations.

THE BUREAU OF RETAIL DISTRIBUTION, was in charge of Horace H. Fritz, who organized this department in August, 1918. The purpose of this Bureau "was to exercise a general supervision over all who sold coal in quantities below quarter-ton lots and these distributors represented three distinct classes: peddlers, store-keepers and baggers."

In September, 1918, the heads of the various Bureaus of Weights and Measures, in Pennsylvania, met and decided that all dry products, should be sold by weight only. A brief experiment proved this impracticable in regard to coal and a ten-quart, galvanized iron bucket was adopted as a standard unit of measure. These buckets held a mathematical quarter bushel of coal.

The City was divided into eight districts, which aided the inspectors to carry out the various regulations.

The Bureau formulated the simplest plans of operation, issued placards giving general information and inserted a number of advertisements of its work in the English, Yiddish and Italian newspapers of the city. After November 1, 1918, and until the closing of the Bureau, licenses—issued free—were required

of all peddlers, store-keepers and baggers. Thus a check was had on those dealing in these capacities. Licensees were given posters which were ordered placed on each side of a cart or wagon. Prices were fixed which allowed a reasonable profit to the vendor. A charge of sixteen cents was permitted for a ten-quart bucket of nut coal or thirty-one cents for two buckets. The cost of pea coal was fixed at fourteen cents for one bucket or twenty-seven cents for two buckets.

Thirteen hundred and thirty-one licenses were issued to store-keepers and 359 to peddlers. Only five licenses were revoked and but nine violators of regulations fined, a total of less than one per cent of the entire number of licenses.

The Federal Fuel Administration rendered an important service at a time when the general public was willing to cooperate in every plan to win the war but when some suggestion and supervision were needed.

THE FEDERAL FOOD ADMINISTRATION FOR PENNSYLVANIA

The Federal Food Administration for Pennsylvania, of which Howard Heinz was Administrator and J. S. Crutchfield, Vice Administrator, began its work in August, 1917, and closed on February 15, 1919. The Executive Secretary was Harry C. Hall. It was created under Act of Congress, August 10, 1917, although, in Pennsylvania, a somewhat similar work had been started under the Committee of Public Safety, appointed by the Governor, in March, 1917.

Headquarters were established in the Finance Building and Jay Cooke was appointed Administrator for Philadelphia, and a member of the Executive Council.



Courtesy of Frank W. Buhler, Stanley Co. of America.

Signing Up for Sugar.

The following Divisions were created, the chiefs of which, as well as members, were largely drawn from this city.

Law and Enforcement—Chief Counsel, Charles J. Hepburn. Associates: Stacy B. Lloyd, John A. Nauman, Reynolds D. Brown, F. Markoe Rivinus, Ralph C. Stewart, William Barclay Lev, Henry Pepper Norris.

Distribution and Markets—Chief, J. S. Crutchfield. Associates: R. P. Smith, Joseph P. Brown, E. H. Bellis, A. B. Ross.

Conservation—Chief, Thomas Shallcross, Jr., succeeded by Thomas R. Elcock, Jr.

County Administrator—Chief, Harry H. Willock.

County Inspector—Chief, Houston Dunn.

Press News—Director, Col. George Nox McCain. News Editor, H. M. Eaton, succeeded by S. L. Laciur.

Education—Director, Montgomery H. Wright. Associates: L. W. Wheelock, Miss Florence Hulings, E. J. Nocton.

Hotels, Eating Houses and Clubs—Chairman: J. Miller Frazier.

Women's Division—Chief, Mrs. Charles M. Lea.

Licenses, Reports and Office Management—Chief, W. C. MacBride, succeeded by J. A. Finley. Chief Clerk, Martha L. Poulton.

Bakeries—Chief, Fred C. Haller.

Farmers' Interests—C. J. Tyson and M. L. Philips.

Grain Threshing—Representative, Charles Garber.

Dairy Interests—Milk Commissioner, Dr. Clyde L. King; Dairy Husbandry, Prof. Fred. Rasmussen.

Auditing—Chief, Herbert G. Stockwell.

Sugar Distribution—Secretary, J. E. Bacon.

Price Interpretation—Chief, A. F. Geling, succeeded by J. H. Beerits.

Commercial Economy—Director, E. Lawrence Fell.

Extension Department—County Farm Agents—Prof. M. S. McDowell.

State Sabbath Schools—Representative, W. G. Landes.

Coordinated Educational Activities—Director, Dr. William McClellan.

Home Economics—Pearl MacDonald.

U. S. EMPLOYMENT SERVICE, DEPARTMENT OF LABOR

Although no report of the general activities of the U. S. Employment Service, in Pennsylvania, has been prepared, the following brief statement is given in order that mention may be made of this Federal agency.

The administrative unit of the Employment Service was the State. In Pennsylvania, E. C. Felton was appointed Federal Director and offices were opened in the Finance Building on August 1, 1918. Mr. Felton was succeeded on December 1, 1918, by Charles K. Stokes, who continued in charge of the Service, as State Director, until March 22, 1919, when the office was closed.

During the less than eight months that the Employment Service functioned, 360,000 men and women were placed in positions.

WOMEN'S DIVISION

EUGENIE OELHAUF

Prior to 1911 very little had been done to find work for unemployed women in Philadelphia, except through private agencies. In the latter part of 1911, however, when immigration from foreign ports had almost ceased, and many men and women were out of work in this country, Secretary Wilson of the United States Department of Labor, directed the Commissioner General of Immigration to

instruct the commissioners of immigration at the various ports of entry in this country, to open employment offices and assign certain employees of the Bureau of Immigration to that work.

On February 17, 1915, Commissioner Elmer E. Greenawalt and Assistant Commissioner James L. Hughes opened an employment office at 135 South 2d Street, with Henry A. Gehringer in charge of the Men's Division and Mrs. E. G. Oelhaf in charge of the Women's Division. There was no special appropriation by Congress for this work, so in one small office with very meager equipment, the United States Employment Service was launched.

The service was free, no charge to employers or employees, and circular letters were sent to all employers throughout the city, advising them of the new service, and then the advertising columns of the newspapers were scanned for work and workers.

The women's division grew slowly, for the textile mills usually employ those residing in the immediate neighborhood, a board hung out on the building with the words "weavers wanted" or "spoolers wanted," etc., being usually sufficient to meet their needs. There were many applications from clerks, stenographers and office workers and we were very successful in placing them; also domestics, both white and colored. So we plodded on until April, 1913, when war was declared and our big job was on.

Congress appropriated a large sum out of the war budget for the Employment Service and President Wilson added still another sum for the furtherance of the work. James L. Hughes was appointed assistant to the Director General for this district, including Pennsylvania, New Jersey, southern part, and Delaware. Mrs. Ethel S. Slater was sent up from Washington to assist Mrs. Oelhaf and to establish a school for training workers in the new service. Advertisements were inserted in the newspapers and Mrs. Slater selected for training a very fine group of women, many of whom were afterwards assigned to special work in our central office in Philadelphia and some of them were put in charge of the local offices opened in various districts of the city.

When the first call for needle-women to make shirts for the Army came from the Schuylkill Arsenal in April, a prompt response was made by the women of Philadelphia. This work was to be done at home and that appealed to the mothers whose sons would enlist, and also to those women who wished to help voluntarily, but were unable to do so. Nearly all those who applied first, told us that they took pride and interest in the work because their fathers, grandfathers and great grandfathers had fought in the wars of the United States.

The central office, women's division, was located at 131 S. 3d Street, where many women were registered and through the courtesy of the Emergency Aid, its offices at 1123 Walnut Street were thrown open and large numbers registered there.

In May and June teachers from public and private schools, graduates and undergraduates from the colleges nearby came, and with splendid spirit took jobs in the National Biscuit Company, the candy factories, wrapping chocolate, and large groups went to Carney's Point, N. J., to make smokeless powder in one of the DuPont plants. Other girls and women from the towns nearby were sent to the Bethlehem Loading plant below Wilmington, Del.; to the bag loading plant at Woodbury, N. J.; many clerks and stenographers were directed to the

Shipping Board of the Emergency Fleet; to the bag loading plant at Amatol, N. J., and to numberless other plants that had Government contracts.

The situation in Philadelphia was the same as it was in Reading, Allentown, Easton and other points in the eastern part of the State, also in the Pittsburgh district from Erie on the north to Washington, Pa., on the south, so that each city and town had a sufficient number of women for its needs in the factories and plants that had taken Government contracts. At the Frankford Arsenal, where the making of munitions was greatly increased, several large buildings were erected temporarily to accommodate the large number of women workers, the latter recruited from Philadelphia and surrounding towns. Schuylkill Arsenal did the same, so that at no time during the period was the transportation of women workers from one county to another necessary.

To register and place women applicants for war work, however, required a greatly increased force of paid workers, so from an office force of two women we grew to the number of sixty-one in the main and local offices throughout the city. The main office of the United States Employment Service, Women's Division, was located at 1311-1313 Arch Street. This was headquarters of the state staff, of the training school for workers, and was the principal point for registration of women workers.

The state staff included: Eugenie G. Oellhaf, Emily Leonhardt, Elizabeth Davies, Beatrice Millhouser, Marie R. Haughey, Grace E. Keenan, Anna L. Kerwin, Jessie L. Peters, Mary A. Brosnahan, Margaret Durr, Irene Greenawalt, Elizabeth Falotico, M. Batignani, Marion Sindler, Edith Jelden, L. C. Vandegrift, Ethel S. Slater.

Many women registered at the local offices, but the heaviest registration was made at the central office, 1311-1313 Arch Street, reaching its peak with 1,003 applicants on September 9, 1918.

We had a large corps of recruiters, who, in booths at Willow Grove, in the Fair Grounds at Trenton and elsewhere, by speeches and literature, advised women of the need of their country for them, and of the United States Employment Service, which could place them in immediate touch with all kinds of war work. One of our recruiters, Mrs. Roberta K. Tubman, was particularly successful in persuading women not only to do war work of any kind, but also to stay on their jobs, when nearby munitions plants beckoned them with the lure of higher pay.

We made a complete survey of the woman labor of the State by November 1st, and were preparing to use the information thus obtained to improve the service, when, on November 11th, the armistice was signed. Immediately afterwards, when the need for women and girls in the arsenals, the Navy Yard and the large munitions plants was over, we obtained information as to the time of the lay-offs, and sent some of our best examiners to these plants, to sit in with the employment managers, and as the girls were dismissed, to direct them to other places where work was still to be found.

Our workers were also sent to Allentown, Easton, Reading, Wilkes-Barre and Scranton in an endeavor to show the women of these cities the value the Employment Service would be to them in the future. They spoke before clubs, churches, and in special meetings and much enthusiasm was aroused. The need of the service as a place of registry for trained nurses was especially stressed, when it was

discovered that in a town of 60,000 inhabitants, one druggist would call up a nurse when he heard of a case and charge her \$1 for it!

The women's division had been, up to this time, under the special direction of James L. Hughes, who, in December, was assigned to the Conciliation Bureau of the Department of Labor by Secretary Wilson, and E. C. Felton, Federal Director of the United States Employment Service for Pennsylvania took charge of the women's division. In January, 1919, he appointed Miss Juliet Stackhouse Assistant to the Federal Director of Pennsylvania for women's work. Instructions from Washington were being received to reduce the force and curtail expenses, and it was seen in February that Congress would not appropriate any money for the continuation of the Employment Service, although the women's division had many splendid letters of commendation on their work during the war time by firms to whom we had supplied workers.

Acting under orders from J. B. Densmore, Director General of the United States Employment Service, Miss Stackhouse obtained funds from the National War Work Council of the Young Women's Christian Association and from one of the clubs of Philadelphia to continue the service for a few months longer. In November, 1919, the whole service ceased to exist, with the exception of a small office force in Washington, D. C.

We had not only a corps of very efficient paid workers, but during the "rush" period of the war, we had also many able volunteer workers, among whom may be mentioned Miss Edith T. Fisher and Miss Alice Jungerich, who registered women applicants. We were also aided in reaching factories and plants in remote places in the suburbs by the Motor Messenger Service of the Emergency Aid, occasionally, and by the use every week during the whole period of the war of the cars of Mrs. Franklin Spence Edmonds and Mrs. Frederick M. Shepard, who drove their own cars, and aided us very greatly in reaching the mills of Frankford, Torresdale, Manyunk, Falls of Schuylkill, Darby, etc.

The social welfare of the women workers in the arsenals was well taken care of by a bureau of trained workers in the War Department, sponsored by Secretary Baker. In the DuPont plants, where thousands of women were employed, dormitories, dining halls and recreation rooms were built for the comfort and entertainment of the girls. In our plants in Philadelphia, especially those employing large numbers of women and girls, an employment manager and welfare worker seems to be an absolute necessity. The war emphasized the need of such an official and, since its close, several of the women workers of the Philadelphia branch of the United States Employment Service have been offered such positions and have accepted them.

True to its tradition and history, Philadelphia gave a splendid report of itself in its women workers, and the part they played in the great World War. Whether in the ether-laden atmosphere of the smokeless powder room; in the dangerous priming of the huge shells in the arsenal; in the hot rooms of the Biscuit Company packing cakes; by the close application of eye and fingers to the assembling of the delicate electric instruments; or, in the unaccustomed work of electric welding, all acquitted themselves splendidly.

Out of approximately 150,000 applicants from April to November in the Philadelphia offices, probably 60 per cent of whom were placed, very few

returned to find any fault, and then it was usually because the spirit was willing, but the body not strong enough. The spirit was that of true Americanism everywhere, a fine willingness to "tackle the job and put it across" to the best of her ability.

FEDERAL RAILROAD ADMINISTRATION

E. J. CLEAVE

The need for the utmost utilization of railroad facilities to handle the extraordinary traffic imposed by war conditions was especially applicable to terminals at large cities. Because of the high value of property, and other difficulties, terminal facilities generally have not expanded in the same proportion as other railroad facilities, with the result that the capacities of our railroads are in many cases limited by inadequate terminals.

Under date of December 26, 1917, President Woodrow Wilson issued his famous proclamation, taking possession and assuming control December 28, 1917, of every system of transportation within the boundaries of the United States, and appointing William G. McAdoo as Director-General of Railroads.

The railroads of the United States were first divided into three regions, but this was later changed, and five regions created. On June 1, 1918, C. H. Markham, formerly president of the Illinois Central Railroad, was appointed Regional Director of the Allegheny region, with headquarters at Broad Street Station, Philadelphia. The railroads serving Philadelphia were included in this region.

Philadelphia was no exception to the general rule, with respect to inadequacy of terminal facilities. With its important export trade in provisions, munitions of war, coal, grain, etc., together with the need of adequately supplying the extensive manufacturing district, the necessity of coordinating existing facilities was recognized, and on September 1, 1918, Ernest J. Cleave, formerly superintendent of the Philadelphia Terminal Division of the Pennsylvania Railroad, was appointed Terminal Manager, with headquarters in the Reading Terminal Building, and in charge of all railroad facilities within the enlarged terminal limits, including the Pennsylvania Railroad, Philadelphia & Reading Railway, Baltimore & Ohio Railroad, and Philadelphia Belt Line Railroad. J. M. Jones, formerly assistant superintendent of the Philadelphia Terminal Division of the Pennsylvania Railroad, was appointed Assistant to the Terminal Manager. Robert E. Nace, formerly agent at Mantua Transfer Station, Pennsylvania Railroad, was made Freight Supervisor in the new organization, and J. A. Wickenhaver was appointed Chief Clerk.

The duties of the terminal manager were administrative rather than supervisory. His chief function was to weld the terminal facilities of all the railroads involved into a unit, and to see that each facility was so used as to most benefit the whole.

Weekly meetings were held by the terminal manager with local operating officials of the different railroads, including the following:

- A. M. Parker, Superintendent, Philadelphia Terminal Division, Pennsylvania Railroad.
- A. H. Mars, Freight Train Master, Philadelphia Terminal Division, Pennsylvania Railroad.
- C. H. McCracken, Supervising Agent, Philadelphia Terminal Division, Pennsylvania Railroad.
- J. C. Peters, Superintendent, Philadelphia Division, Philadelphia & Reading Railway.
- A. T. Owen, Supervising Agent, Philadelphia Division, Philadelphia & Reading Railway.
- R. B. White, Superintendent, Philadelphia Division, Baltimore & Ohio Railroad.
- J. D. Gallery, Train Master, Philadelphia Division, Baltimore & Ohio Railroad.

Numerous other officers of the respective railroads occasionally attended these conferences. P. H. Hamnum, assistant freight train master of the Pennsylvania Railroad, in charge of their export traffic, and O. H. Hegeman, who had charge of floating equipment and Port Richmond operations of the Philadelphia & Reading Railway, were particularly in touch with the terminal manager's organization, and were especially helpful.

These meetings provided opportunity to consider and give such relief from one railroad to another as was found practicable. They furnished a medium for discussing matters of general interest, and aided in disseminating information as to advantageous practices on one road, which could profitably be adopted on another. They also brought the local operating people of all the railroads into close harmony.

Meetings were held by the Terminal Manager at frequent intervals with the Philadelphia Chamber of Commerce, Regional Committee of the National Industrial Traffic League, Commercial Traffic Managers, Team Owners' Association, etc., as questions arose interesting patrons of the railroads in Philadelphia. No action was taken during this time, affecting the interest of the city, without the full support of these bodies thus obtained.

Daily detailed reports were maintained in the office of the Terminal Manager, showing the traffic conditions at each point within the terminal, and these, together with daily inspections made of all yards, piers, stations, engine houses, etc., placed the terminal manager in position to divert traffic from congested points on one road to convenient stations or piers on another, which were able to expeditiously handle the business, and also to place at the service of one road needing the same such facilities as were available on other roads.

In addition to the benefits thus obtained, substantial savings were effected by consolidating duplicate facilities.

EXPORT

With the prevailing shortage of vessels and railroad equipment, it was of prime importance to have proper cargoes available at piers when steamships arrived, and at the same time avoid undue delay to cars. As the terminal facilities were limited, this subject necessarily received most careful attention. Close cooperation was maintained with steamship agencies, representatives of Allied governments, and United States Army and Navy officers, which, together with close supervision, occasional exercise of embargoes, and storage of inactive freight, made it possible always to have desired freight available, and prevented undue accumulation and consequent delay to cars.

Free usage of joint facilities was of marked advantage in handling export freight. Among the many coordinate activities, special benefits were obtained by the movement of freight between Pennsylvania and Philadelphia and Reading Piers via Philadelphia Belt Line and River Front Railroad in lieu of the former method of lighterage; and also by the utilization of Pennsylvania Railroad ground storage facilities for Philadelphia & Reading inactive freight, and Philadelphia & Reading pier space for Pennsylvania Railroad freight.

GRAIN

On account of the two grain elevators, one located at Port Richmond, on the Philadelphia & Reading Railway, and one at Girard Point, on the Pennsylvania

Railroad, the volume of grain moved through the port of Philadelphia for export was very heavy. Night shifts were arranged at both Port Richmond and Girard Point when justified. Close cooperation with the Grain Corporation of the United States Food Administration insured advance information of the arrival of vessels, making it possible to assist the situation by holding grain out on the lines at times, other times expediting its movement to the port. Incoming vessels were in some cases relieved of sand ballast by the railroad people, who made good use of the same in connection with their South Philadelphia improvements, and made the vessels more quickly available for their cargoes. Vessels were also occasionally transferred from one elevator to another, thus providing greater elasticity of service. At no time was the operation of the elevators or railroad facilities inadequate to meet the prompt disposal of grain to vessels.

GENERAL

Large bodies of troops were constantly moving through the district, and passenger business was heavy at all times, due to the abnormal stimulation of business activities, troop movements to and from camps, etc. Coal, grain, foodstuffs, shells, trucks and all kinds of munitions of war moved through as fast as vessel capacity was provided. There were no serious wrecks or accidents within the district, nor any labor troubles of consequence, with the exception of temporary shortage of men. Priority was given to war traffic, which was properly accepted by local business interests, and with reasonable allowance, therefore, the domestic demands were satisfactorily met.

Unstinted effort on the part of railroad employees generally, efficient supervision, and splendid cooperation of all hands enabled Philadelphia to meet the extraordinary war demands.

THE BALTIMORE & OHIO RAILROAD COMPANY

By J. E. TEAL, Special Engineer

By reason of the territory traversed by the Baltimore & Ohio it was eminently capable of serving the country throughout the period of the World War.

It handled coal from the great coal fields of West Virginia and Pennsylvania to tidewater, for transport overseas or to the many hundreds of industries located in the Pittsburgh district and east, at Baltimore and Philadelphia, where thousands of tons of war materials and supplies were being turned out daily.

It served as one of the great east and west trunk lines in conveying troops to points of embarkation. Two of the largest cantonments in the United States were located on the Baltimore & Ohio, Camp Meade, Maryland and Camp Sherman, Ohio, where as many as 100,000 young men were in training at one time for service overseas. A number of other smaller camps were located near the Baltimore & Ohio lines in the vicinity of Baltimore, Washington, and at other points, such as Camp Grant, in Illinois, etc.

The Baltimore & Ohio lines served the great steel industries in the Pittsburgh district, as well as the valley districts in northern Ohio. It transported millions of tons of iron ore from the lake ports, Fairport, Cleveland, Lorain and Toledo, to the furnace districts in southern Ohio, Kentucky and Virginia, as well as the above-mentioned districts.

Finished war products were hurried to seaboard, and other manufactured products were taken to points where they were assembled or required in other war industry activities.

Many industries located in the vicinity of Philadelphia met the great emergency brought on by the World War, and were turning out thousands of tons of war materials and munitions long before the United States Government entered the conflict.

The record made by the Baltimore & Ohio in handling troops in and out of Philadelphia is an enviable one. During the period of the war, from July, 1917, to November, 1918, a total of 1,346 troop trains, consisting of 23,117 cars, and carrying 745,203 soldiers and sailors, were handled without a mishap.

To bear this burden of humanity safely and expeditiously through the Philadelphia Terminals, it was necessary to have a well regulated and efficient working force. Unless this force had been trained and made competent to tackle any problem, no matter how large, the wheels would have become clogged when the extraordinary pressure was brought to bear.

The movement of troops began in July, 1917, when thirteen trains, carrying 3,237 men, passed through the Philadelphia Terminals. There was no confusion among the Baltimore & Ohio officers, as the extra trains were handled, and it was realized that there would be an increase, which came like an avalanche until it reached the peak in September, 1918, when 272 troop trains passed through Philadelphia carrying a total of 120,231 men on their way to ports of embarkation.

Practically the first of the troop movements from Philadelphia was the handling of the regiment of the 27th Pennsylvanians, who were moved from Philadelphia to Camp Hancock, over the Baltimore & Ohio.

Facilities were provided and cooperation extended to the Red Cross workers who met all trains with sandwiches, refreshments, tobacco and other articles of the like for the soldier boys.

Conditions were somewhat complicated by the great movement of drafted men from East Pennsylvania and Philadelphia to the Maryland camps, but so smoothly did the wheels move that not an accident occurred. The greater part of this movement was handled over a two-track railroad, and during the time when extensive improvements in the vicinity of the Chestnut Street Station in Philadelphia were under way.

A summary of the movement of troop trains by the Baltimore & Ohio Railroad, from the beginning of the war until the armistice came, November 11, 1918, is shown in the following tabulation:

<i>Month</i>	<i>Trains</i>	<i>Cars</i>	<i>Men</i>
July, 1917. . .	13	121	3,237
August, 1917	12	537	9,630
September, 1917	75	1,230	23,316
October, 1917.	39	505	12,395
November, 1917	60	777	21,568
December, 1917. .	51	560	20,310
January, 1918. . .	52	636	14,707
February, 1918	50	523	17,433
March, 1918	39	1,050	33,565
April, 1918	123	1,431	46,163
May, 1918 . . .	172	2,260	33,324

<i>Month</i>	<i>Trains</i>	<i>Cars</i>	<i>Men</i>
June, 1918...	190	2,290	73,599
July, 1918	137	2,101	37,053
August, 1918	135	2,310	35,090
September, 1918	272	3,173	120,231
October, 1918...	197	2,321	65,301
November, 1918	19	561	16,173
Total	1,316	23,117	715,203

There were many heavy days in the handling of troops, such as Thanksgiving Day, 1917, when a holiday was given to the Pennsylvania boys who were at Camp Meade, Maryland. These boys moved to Philadelphia on special trains, and it was in the evening, when they assembled at the 21st and Chestnut Street Station, that the crowd became so enormous that it was practically impossible to handle it. For every soldier returning to the camp there were one-half dozen or more of his friends at the station to bid him farewell, and the great number of people assembled can easily be imagined.

In addition to the handling of troops through the Philadelphia Terminal, the Baltimore & Ohio was required to give special passenger service in the handling of workmen to and from the Baldwin Locomotive Works (Remington Arms Company) plant at Eddystone. Five passenger trains were operated daily each way, having an average of from nine to ten cars in each train to handle the workmen aggregating 2,000 men to and from this plant.

Independent of the heavy movement handled by the Baltimore & Ohio between Philadelphia and Eddystone, the Philadelphia & Reading ran an average of five trains each way daily, between Park Junction and Eastwick, in connection with handling labor to Hog Island Shipbuilding Plant and Eddystone Works. All this was handled over a two-track railroad.

As stated above, the Baltimore & Ohio freight business was extremely heavy in serving the war industries located adjacent to its lines: the Emergency Fleet Corporations' activities at Hog Island and in the vicinity of Chester, Pa., where homes were constructed for housing an army of workmen aggregating 30,000 people, are examples.

The Baltimore & Ohio operated daily, through freight train service from Wilmore to Hog Island via the Pennsylvania and Philadelphia & Reading Railroads for handling material originated in the west, direct to points needed.

The Baldwin Locomotive Works during the period of the war was operating full time in handling the large orders for new locomotives for the United States Railroad Administration and the Russian Government.

Other items of interest include the movement of the first large gun assembled for the United States Government at the Baldwin Works, and handled by the Baltimore & Ohio en route to Sandy Hook, where it was tested, and later forwarded to France.

All these various activities were carried on under great handicap. First the requirements of the Army and Navy called on approximately 260 Philadelphia District Baltimore & Ohio men for active service, of which approximately 75 per cent were Philadelphia boys. Then with the great demand for labor, which was influenced to leave the railroad ranks by reason of the attractive wages paid by war-time industries, and later during September, October and November, 1918,

when the "flu epidemic" further crippled the force, it can readily be seen that the Baltimore & Ohio Railroad met the war needs of Philadelphia and vicinity in a very creditable manner.

PENNSYLVANIA SYSTEM

EASTERN REGION, PHILADELPHIA TERMINAL DIVISION

A. M. PARKER, Superintendent

Prior to the declaration of war by the United States a large number of industries in Philadelphia were engaged in the manufacture of munitions for the Allied powers. A great many of these industries had already enlarged their plants to meet the demand for increased production, also, new industries had been established. This required the construction of additional sidings to serve the plants, as well as increased railroad facilities, in order to provide adequate service. After war was declared by the United States, the demand upon the industries for munitions of war was greatly increased, and additional industries engaged in the manufacture of munitions of war until about 90 per cent of the industries in Philadelphia were so engaged. This, of course, further increased the demands upon the railroads. In order to meet the emergency, the method of operating the various freight yards was revised so as to provide additional classifications of freight for the various industries and to operate the yards to the maximum capacity. One hundred additional shifting locomotives were placed in service and the organization increased to provide sufficient employes and supervisory forces to handle the increased business. An embargo bureau was established for the purpose of regulating the freight movement so as to expedite the shipments of materials required for winning the war and avoid congestion in the freight yards; further, this bureau regulated the delivery of all export shipments to vessels at the port of Philadelphia in order to avoid delays. The Pennsylvania Railroad joined with the other railroads in Philadelphia in coordinating the facilities of the several railroads to avoid duplication of service, thus deriving the maximum efficiency from the facilities.

With the increased number of locomotives in service and the necessity of keeping all locomotives in proper working condition for operation at maximum efficiency, it was necessary to enlarge and improve the engine houses. A new eight-stall engine house and shops and appurtenances were constructed in South Philadelphia; and the engine houses at West Philadelphia Shops, 16th Street and Gray's Ferry, were enlarged and improved. A new railroad was constructed along the Delaware River between Philadelphia and Chester to serve the Hog Island Ship Yard, as well as other industries along the Delaware River from Fort Mifflin to Chester.

In addition to the measures taken to insure the maximum service to the various industries in Philadelphia and the freight movement to the piers, as well as the through freight movement to other points, the railroad was called upon to handle large numbers of troops, Philadelphia being so situated that the major portion of the troops moved via the Pennsylvania Railroad passed through Philadelphia. From the date on which war was declared until the armistice was signed 1,333,194 troops were moved via the Pennsylvania Railroad. Of this number 1,054,352 or 79 per cent of the total was moved through Philadelphia. The

number of coaches used in transporting troops moved through Philadelphia was 31,896.

THE PHILADELPHIA & READING RAILWAY COMPANY

J. C. PETERS, Superintendent, Philadelphia Division

Philadelphia, a great center of industrial activities, was one of the first localities to feel the pressure of business which followed the outbreak of the World War, and naturally the railroads, which served the various interests of this great city, were early called upon to assume responsibility in the matter of handling traffic.

The construction of Hog Island Ship Yard added greatly to the responsibilities of the Philadelphia Division, and this, in connection with other large shipbuilding plants at Chester, together with many other industries located at that point, increased the activities of the division to the limit. At that time Hog Island and Chester were reached by a single track line, fourteen miles in length, and the enormity of the task in handling traffic to and from these busy centers may be estimated when the fact is considered that for two years or more, the average number of freight cars moved over this single track line was 700 per day. This required from fifteen to eighteen freight trains each day, with a passenger schedule of not less than thirty trains daily. The passenger trains were operated for the accommodation of workmen to and from the Hog Island and Chester plants, and carried passengers to the number of approximately 10,000 every working day.

It was of the utmost importance to deliver these trains at their destination on time each morning, and this was accomplished almost to 100 per cent efficiency during the entire busy period, while not one passenger was killed or injured through any neglect of the company or its employees.

Vast quantities of raw material immediately began to flow in from all directions—all of which had to be assembled in the classification yards at Belmont, and from there dispatched to their destinations.

Belmont was soon buried beneath this avalanche of traffic, and its facilities were inadequate to meet the requirements, which necessitated the inauguration of other and newer methods of handling the traffic, one of which was to commandeer all of the available space on the division, including the large storage yard at Woodlane, for the purpose of holding cars consigned to the various establishments and then move them as facilities would permit.

However, Hog Island and the Chester concerns were but a single item in the operation of the division during the war-time period for, aside from these, a large territory had to be served.

Port Richmond, with a yard capacity of 4,700 cars, at which point are located great piers for the export of freight and coal; Willow and Noble streets, one of the largest freight stations and points of import on the system, and the ever increasing movement of troops, taxed the organization to its utmost.

Traffic to the Port Richmond Terminal flowed with great volume, and the same may be said of the entire division, so that the gateways to the ports became congested, and every manner of inventive idea and constructive planning became necessary to provide means by which the numerous channels of transportation might be kept open and free for successful operation.

Then came the troops to be moved with safety and expedition, and their

presence upon the line increased, not only the responsibilities, but also the difficulties. During the entire progress of the war, no less than two thousand trains with at least one million, one hundred thousand troops passed over the Philadelphia Division, and as each train moved, it meant a temporary halt in the movement of freight. Sometimes for hours, freight traffic was kept at a standstill, which in the end concentrated so much business at certain given points as to seriously handicap the dispatch of commodities which were often as badly needed for the manufacture of munitions as were the troops to use them. This can be readily understood when it is noted that at the height of the troop movement as many as twenty trains, with ten or more cars each, were dispatched within the hour at certain periods, during which a daily regular passenger schedule of no less than three hundred and twenty-five trains was operated.

The division is divided into five districts, and in order to handle the traffic it was necessary to have each district function in such a manner as to provide harmony and cooperation throughout. The task was made more or less difficult by reason of the ranks being depleted—after our entry into the war—by those who enlisted and those who were called by the draft.

A feature which entered largely into the operation was that of motive power. The winter of 1917-18 was of such severity as to be exceedingly hard on locomotives on account of frequent prolonged spells of freezing temperature, and with the enormous number of cars necessary to handle daily, the engine factor became a serious one. This can be better understood when one realizes that for many months the average number of heavy freight and coal trains handled over the division was about one hundred each day, totaling about 6,000 cars, but the daily performance often ran up to 8,000 cars and more. Trains came in one after the other, each to its own assigned terminal, and the amount of work that was required to break up these trains, switch, and deliver the cars to their final destinations would be hard to estimate, yet it was the daily program and, judging from the volume of material that was being conveyed, it was not easy to understand how the centers of consumption managed to dispose of it.

The Philadelphia Division is fed by five rail connections, viz.: the Reading Division, from which comes all of the coal and freight; the New York Division, which consists of two main branches, one reaching to Bethlehem, connecting with the Lehigh Valley Railroad, the other reaching to Jersey City and New York, where direct connections are made with the New York Central and New Haven systems; then the Pennsylvania Railroad, connecting at Belmont; and the Baltimore & Ohio at Park Junction, not mentioning the water routes with their docking piers at Port Richmond and Noble Street.

AMERICAN RAILWAY EXPRESS

STANLEY W. TODD*

If a complete record of the part which the railroads and transportation companies, which served Pennsylvania's greatest metropolis during the war, could be written it would occupy many volumes. Unfortunately, however, the record is necessarily incomplete, as every transportation man was devoting his attention

*Director, Educational Service Bureau, American Railway Express.

to the task of helping to win the war rather than that of noting what was going on at the time.

No period in the history of American railroads and of the express companies, which have been operating upon them for nearly three-quarters of a century, has had compressed in it the many instances of patriotic service that came when the Great War started in 1914 and threw this country into a fever of war-time preparation. While the United States was not immediately involved, munition making became its chief industry, and transportation, both railroad and express, was depended upon to carry the supplies so greatly needed to the Allies.

Philadelphia became the center of the most important munition plants and shipyards in the East. In April, 1917, numerous training camps sprang up in the environs and they, too, required the daily service of the transportation lines, and all the carriers responded without reserve. The railroad freight service was called upon to handle the bulk shipments; the express service was required to expedite the movement of the smaller and more urgent commodities, both for the Government and for the private plants engaged in manufacturing war supplies.

Among the principal war depots in Philadelphia was, for instance, the headquarters of the Depot Quartermaster. This branch of the Army had the task of supplying the training camps and the many companies of troops getting ready for embarkation to France. The very exigencies of the times required that no moment be lost in transportation. Express service was constantly used to move food and emergency supplies to the camps and the express people were kept busy responding to the demands of the Army officials. It was at a time when there was a serious shortage of cars on the railroads and the express people were often at their wits' end to prevent the clogging of express terminals and keep the freight moving.

Hundreds of "through cars," carried in special trains or in regularly scheduled passenger trains, transported out of Philadelphia tons of war material. Thousands of cars, solidly loaded, passed through the city on the way to the seaboard. What was in these cars was not always known. In one instance an express car train loaded with depth bombs, on its way to the seaboard, passed through Philadelphia. It carried a load of ammunition for an outgoing destroyer that was waiting in New York Bay for it. It was to convoy several transports across the dangerous seas infested by German submarines. The bombs went through safely, although they kept the express officials up nights worrying about them.

Steel rods went to the mills by express; percussion caps to the steel plants; acids, gas appliances—these and almost everything else traveled by express some time during the war period. In every case the expressmen realized their responsibilities and took pride in the part which they played to help the nation mobilize its forces and equipment, so that American soldiers could take their places on the battle fronts in France in the shortest possible time. The training camps sprang up in all parts of the country and became military cities, requiring a constant flow of food and other supplies, while the enlisted and selective service men were streaming into them by the thousands. These men required clothing; the baggage which they had brought with them had to be returned; the commissaries and camp kitchens needed perishable food. All of these commodities required the swiftest movement and the express service was relied upon to furnish it.

The Philadelphia Navy Yard, more familiarly known as League Island, was also a heavy user of express, both inbound and outbound, and for a considerable period averaged from five to ten cars of express matter a week. Carloads of clothing were required for the sailors on warships getting ready to sail under orders. The Navy Yard required thousands of articles in a hurry and the express wagons and motor trucks delivered tons of matter every month.

At the office of the Depot Quartermaster, the American Railway Express Company, the unified organization which took over the express business for the Government soon after the Federal authorities took charge of the railroads, was one of the chief agents of transportation. Officials of the carrier placed themselves at the beck and call of the Army and approximately four hundred cars were sent from Philadelphia, by express, each month, loaded to capacity with Army supplies destined to various points throughout the country, where Army camps were located.

Countless special express trains slipped out of the city with cars consigned to points as far west as San Francisco. The principal special trains were "made up on" Camp Sevier, Camp Humphreys and Camp Greenleaf located in the South. Hog Island, the great shipbuilding plant, used vast quantities of articles in fabricating the ships which were on the ways—and as a railway had extended its lines to the yard, express service was readily available and constantly used. In fact, the yards received several carloads of express matter each day, via the Philadelphia Gateway.

Philadelphia was one of the centers of the production of gas masks. The Hero Manufacturing Company, a war-time organization, had its principal plant in the city and turned out the bulk of the gas masks for the troops serving in France and even for those in Siberia. There were, at times, thirty to forty carloads of these gas masks for Hoboken, Newport News, and other ports and also a solid train-load of six cars for San Francisco, shipped to the American troops in Siberia.

How the express served the munition plants was shown in the case of the Eddystone Plant of the Baldwin Locomotive Works, where large guns were manufactured for the Government. The large naval guns mounted on railway carriages were made here, and it is interesting to note that most of the material used in their manufacture had to be forwarded by express, in order to expedite the completion of the guns, so that they could be transported to France forthwith and be used to batter down the German offensive.

With this epitome of the part which the express service of Philadelphia played during the war it is interesting to review briefly the history of the various carriers during the conflict. Up to the first of 1913, when the Government took over control of the railroads, Philadelphia was served by three of the large express companies. There was the Adams Express Company, operating express business on the Pennsylvania Railroad; the Wells Fargo Company operated on the Baltimore & Ohio system; the American Express Company had its relationships with the Philadelphia & Reading and Central Railroad of New Jersey system. Thus, Philadelphia was an important "common point" for all of these companies, and they maintained large operating organizations, had big terminals and offices and transported vast quantities of express matter on the roads with which they had contracts.

But when the Director-General of Railroads assumed control of the rail carriers

of the country, the express contracts with the roads were made inoperative and the express companies were instructed to form a single unified organization which could handle the express business of the entire country and act as the agent of the Director-General. In this way was brought into existence the American Railway Express Company, and the day when this event took place, July 1, 1918, will long be a memorable one in the express business, as it brought together 135,000 expressmen under one banner, ready for a big patriotic task.

When the new express company began, it announced its official organization thus: George C. Taylor, president of the American Express Company, became president of the American Railway Express Company, while B. D. Caldwell, president of Wells Fargo & Company, was elected chairman of the Board of Directors of the new company, and W. M. Barrett, president of the Adams Express, retired from active participation in the express business. All of these officials continued as presidents of their companies, in most cases largely holding companies, except the American Express Company, which proceeded to develop and expand its large foreign, financial and travel business.

Speaking of Pennsylvania generally, the express business came under the jurisdiction of Robert E. M. Cowie, who, as vice-president and general manager of the new company, assumed control of the express business in the East. Mr. Cowie had held a similar position with the American Express Company. H. E. Huff, who had been vice-president and general manager of the East for the Adams Express Company, was made assistant to Vice-President Cowie, while F. J. Hickey, formerly general superintendent for Wells Fargo & Company Express, at New York, became general manager of the American Railway Express Company's Alleghany department, with his headquarters in Philadelphia.

In the City proper, A. G. Gurney, formerly of the American Express, was appointed City Manager for the new company, while H. G. Ransburg, formerly with the American Express at Harrisburg, continued as superintendent for the American Railway Express Company of its Eastern Pennsylvania Division.

The expressmen of Philadelphia did their part in the war as soldiers or sailors of the United States. Hundreds volunteered for the Army, many were called into the selective draft camps, and others went into various war industry plants, depleting the express ranks to such an extent that their loss was keenly felt. The men who remained, many of them veterans of the business for twenty-five years or more, stood by their posts and participated to the full in the Liberty Loan drives and various patriotic movements.

While the records are meagre, it is known that the express ranks in Philadelphia sent many men to France. Several of them saw active service and received Distinguished Service crosses. Expressmen were represented in the American Army in the Argonne Forest, at Chateau-Thierry, St. Mihiel, and other famous battles in which the American troops were engaged.

The war period will never be forgotten by express officials and express veterans in Philadelphia. They are proud of the record of the express carriers and have welcomed back to their ranks the men who carried the express spirit into their fighting in France.

"COLUMN, RIGHT"

THE PHILADELPHIA NEWSPAPERS AND THE WAR

JOHN L. MURRAY



WHETHER mirror or mould of public opinion, the press of Philadelphia so wrote itself into the city's record of the years of conflict that Philadelphia's part in the World War gains no little honor from her newspapers, both English and foreign language.

Even the German language journals spoke the common thought of undivided patriotism once the United States had entered the war. Scorning that subterfuge, noted elsewhere, of only reluctant and passive compliance with laws made to curb the recalcitrant of their kind, they made a positive stand for America and American arms, with only one seeming exception, for the *Tageblatt*, which was put out of existence and its editors jailed, was in reality the propagandic mouth of rabid socialism. The real newspapers, with no exception, helped to silence that single alien and seditious voice.

Getting the news and telling the news with no distortion of coloring, no half truths of sinister suppressions, none of the skulking, covert misuse of journalism that, coiled in the flag, hissed and struck at our Allies, Philadelphia's newspapers upheld the best traditions of the Fourth Estate.

But getting and telling the truth was only their old function, and keeping their integrity only their old duty performed more carefully to meet the demands of a nation at war. They did more than mere duty.

In standing staunchly behind the men overseas, Allies and Americans alike, they carried the flag of Philadelphia into the foremost rank of all the big American cities in zealous patriotism, for the editorial record of the press of no other community shows more conspicuously all those fine, new functions that journalism achieved for itself in the war.

Advocates of sound preparedness, even when preparedness was not a popular cry, counselors of forbearance as long as tolerance of attack was honorable, the press of the city went into the war with the real spirit of Americanism, and became something vastly greater than news tellers or editorial mirror-moulds. The immense sums of money raised by Liberty Loan campaigns, the relief funds, the welfare work at home and at the front, the food and fuel conservation, all the public intelligence machinery that required quick and extensive and simultaneous utterance and reiteration of Government edict or plea, all the means of America's rapid cooperation and concentration on the work of war, even and especially the selective service that gathered together her armies, would have been impossible without the functions of journalism, so admirably performed by America's newspapers and nowhere exceeding Philadelphia's.

The war value of the sustained enthusiasm of the newspapers to make successful every war move of the Government could not be computed in any terms, not even

in terms of money, for the extra space devoted to systematic aid of the execution of war measures, beyond the dictates of news values that ordinarily would govern newspaper practice, runs into incalculable millions of dollars.

Perhaps the most difficult task of all, the task that meant for the first time in American history the stilling almost of the very breath of native journalism, the suppression of the journalistic instinct and purpose to criticise, was performed the more signally because of its contrast to journalism's wonted rights to the exercise of such liberty. All through the time of great promises that lingered on obscured by secrecy and unfulfilled, that still were receding hopes when the armistice came, all through the weeks and months of ineptitude that the sudden plunging of a peaceful people into conflict finds in any war, the press of Philadelphia forebore the comment and censure that might have discouraged its own citizens and given comfort to the enemy.

Never a line or word from this city in editorial observation of the American participation in the war impaired an administration in Washington particularly and remarkably intolerant of criticism.

American papers, freer than any press of Europe before the war, were as restricted in the war days as the most surveilled, with the great difference that the American press was its own censor, not only for the suppression of military information that might have helped the enemy, which was an obvious duty, but for the restraint from any animadversion against the censure-deserving that might be construed as partisan attack and national rift at a time when all the world must see America united in every sense and part.

The columns of Philadelphia's press marched as truly and as courageously against the enemy hordes as those columns of khaki that baptized France and Flanders with American blood. If doubt or misgivings ever seized the hearts of those who wrote her counsel and comment, Philadelphia's press never showed it, or failed in that greatest of wartime press functions to hold the morale of the people high and unwavering.

THE PENNSYLVANIA ACADEMY OF THE FINE ARTS



BEFORE the United States entered the war an interesting incident occurred in connection with a portrait of George Washington, painted by Rembrandt Peale. It was brought to this country by James Stuart Sloan, from whom the Academy purchased it, Mr. Sloan intending to devote the proceeds in the defense of France, his adopted country. It seems that the portrait had been presented to Lafayette as a token of gratitude for what he had done in the defense of America, and after Lafayette's death the portrait passed to M. Roux de Rochelle, at one time Minister from France

to the United States, and from whom the portrait descended to Mr. Sloan, Mr. Sloan's grandmother upon his mother's side being the niece of M. Roux de Rochelle. It is significant that this portrait, presented to Lafayette in token of gratitude for his services to America, should finally be sold and its proceeds devoted to the service of France.

The corporate action of the Academy's management in the matter of war work was chiefly confined to subscriptions to Liberty Loans. The activity of the officers and directors was varied, and is more or less referred to in other places in this book.

President Lewis was appointed by Mayor Smith a member of the Executive Committee on Home Defense on March 23, 1917, and Chairman of the Committee on Posters and Decorations. By reason of the duties this work entailed upon him, the directors of the Academy, at a meeting April 2, 1917, authorized the employment of an assistant to the President to act as Executive Secretary.

On October 26, 1917, Mr. Lewis was placed in charge by the United States Shipping Board of the Government Schools of Navigation and Marine Engineering, established by the Board between the Connecticut River and Norfolk, Va., his headquarters being in Philadelphia. A Navigation and a Marine Engineering School were organized in Brooklyn, two Navigation Schools and one of Marine Engineering in New York, one Navigation School and a Marine Engineering School in Jersey City, similar organizations in Philadelphia and in Baltimore, and a Navigation School in Norfolk. There were twelve schools in this section and they required much of Mr. Lewis's time.

The effect of the war on the schools of the Academy was necessarily disorganizing. About sixty per cent of the young men enlisted or entered Government service, and probably all of the young women and all the rest of the young men were directly or indirectly engaged in war work.

All students in Government service who applied for free tuition were given scholarships, and the service flag which was hung in front of the building contained ninety red stars and, alas, one gold one. The exact number of students in the service was probably greater than the flag recorded.

The galleries of the Academy were thrown open at all times free of charge to soldiers and sailors in uniform, and free admission granted them to all entertainments.

At the Academy's Summer School at Chester Springs entertainments were given for the ambulance fund and war purposes, and instruction imparted in camouflaging, the class being greatly stimulated by personal visits from representatives of the Camouflage Department of the United States Shipping Board.

More detailed information is included in the report of the Academy's Fellowship.

WAR WORK OF THE ACADEMY FELLOWSHIP

Ninety-five members of the Fellowship were in active Government service in the army, navy, marine corps, air service and the medical corps. Of this number many were officers, and a large number served with the Canadian or British forces before the United States entered the war. Most of the members served overseas and were in action at Chateau-Thierry, in the Argonne and other well-known battles.

Alfred Smalley was killed in action at Sedan and Ralph Melville died of disease.

George Harding was one of the official artists for the United States Government, sharing the hardships and dangers of those in actual service. He was later commissioned Captain and was the Philadelphia representative of the eight American artists who were selected to make official sketches for the American Expeditionary Forces.

The Fellowship kept in touch with its members in the service: sending them packages of chocolate, maple sugar, tobacco and knitted garments. Letters were also written to them and special remembrances were sent at Christmas and Easter time.



Copyrighted by George Harding

First Day of the St. Mihiel Offensive.

The civilian members of the association also made a good showing, many of them organizing and conducting Red Cross units. They taught French classes for soldiers and sailors, studied to teach the blind and acted as assistants to nurses in the hospitals. A number worked as farmers and "farmerettes," while some of the girls acted as mechanics' apprentices in motor shops, preparatory for overseas service. Men and women drove ambulances in this country and abroad—in fact, almost every kind of war work was done by members of the Fellowship.

Soldiers and sailors were entertained at the Academy on several occasions and entertainments were given at League Island Navy Yard and individual members also arranged parties for the soldiers and sailors in Philadelphia.

To meet the expenses of the Fellowship Ambulance Fund, three entertainments were given. The first, "Masks" by Miss Blanche Dillaye, was given at the Academy by "Plays and Players"; the second was "A War Benefit" by the students of the Academy, and the third was a musicale and auction of ambulance parts. As a result of these entertainments four ambulances were presented to the Red Cross for overseas service. These were known as: The Henry J. Thouron, the Thomas Eakins, the Thomas P. Anschutz and the William M. Chase Ambulances. A fifth, the General Pershing Ambulance, was later given to the Italian-British Hospital Unit on the Italian front.

Artists of Philadelphia, most of them members of the Fellowship, painted portraits for the Third, Four and Fifth Liberty Loans and many of them made posters. For the Victory Liberty Loan, the Philadelphia artists were given the use of "The Biggest Little Street in the World"—South Camac Street, between Locust and Spruce streets. They were given a quota of \$50,000, but as a result of their efforts over \$3,700,000 worth of bonds were sold. Among those who assisted were: H. Devitt Welsh, Joseph Pennell, Herbert Pullinger, Charles Paul, Florence W. Fulton and Virginia Wright Garber.

Twelve large sighting canvases were painted under the auspices of the Fellowship and presented to Camp Dix. A number of other similar canvases were painted by individual artists and forwarded to Camp Dix.

French and Belgium orphans were adopted and contributions made and solicited for various war relief funds.

The students of the Pennsylvania Academy of the Fine Arts formed a war service club. They published monthly *The Academy Fling*, which was sent regularly to all members in the service. The students also supplied various packets for the men and knitted a large number of supplies, the wool being furnished by Mrs. John Frederick Lewis.

In conclusion, it can be confidently stated that the members of the Fellowship of the Academy and the students there, unitedly and individually, rendered fine service during the entire period of war.

WAR WORK OF PHILADELPHIA ARTISTS*

In connection with war work, an appeal was made for posters, and among the Philadelphians who contributed their work, were the following:

JOSEPH PENNELL — Third Liberty Loan — Battleship Poster — "Provide the Sinews of War."

*NOTE: Summarized by the Secretary of the Philadelphia War History Committee from the records of H. Devitt Welsh.

Fourth Liberty Loan — Statue of Liberty Poster — "That Liberty Shall not Perish from the Earth."

Three posters for the War Films: one 1-sheet poster; one 3-sheet poster and one 8-sheet poster.

Mr. Pennell also provided a mammoth poster for the United States Shipping Board, as well as a number of other posters.

WALTER H. EVERETT — The poster "Mother and Children," for the Fourth Liberty Loan.

F. WALTER TAYLOR — Committee on Public Information — poster "America Gave You All That You Have to Give, Give It — She Needs Now."

M. L. BLUMENTHAL — Work with the War Savings Committee.

GEORGE GIBBS AND JOSEPH COLL — Both made drawings for United States Shipping Board.

H. DEVITT WELSH — Among the posters for the Four-Minute Men, by Mr. Welsh, was the one used in front of all theatres authorized to receive official messages from the Committee on Information. Mr. Welsh also supplied posters for the Department of Agriculture, The War Savings Committee and The Committee of Training Camp Activities.

In the First Liberty Loan, Philadelphia artists under the direction of Charles R. Paul, painted a number of bill boards, eight feet by twenty feet, in front of the Liberty Building. Among the artists were George Harding, Frederick Wagner, M. L. Blumenthal, John Dull, Herbert Pullinger, Charles H. Sykes and H. Devitt Welsh.

In the Fourth Liberty Loan a number of portrait painters, under the direction of Theodore Weidersheim, made paintings of all who bought \$10,000 or more Liberty Bonds. Among the artists were: Leopold Seyffert, Joseph Sacks, Lazar Raditz and Adolph Borie.

In the Fifth Liberty Loan drive the artists of Philadelphia put on a show in Canoe Street under the caption of "The Biggest Little Street in the World."

Cooperating with Mr. Welsh were Charles R. Paul and Herbert Pullinger. The committee in charge included: Mr. and Mrs. Joseph Pennell, Mr. and Mrs. F. Walter Taylor, Mrs. Charles R. Wood, Richard J. Beamish, John Sinberg, Harry T. Jordan, Prof. William Gray, Judge John M. Patterson.

The artists of the city also arranged for the decorating of the streets surrounding City Hall, the general scheme being known as the "Court of the Allies." In planning for their work the artists took as their motto the words: "Conceived in Victory and Dedicated to the Proposition that all Men are Created with an Appreciation of the Beautiful."

This work was under a subcommittee of the Advisory Council and included: Thornton Oakley, Chairman; Joseph Pennell, Violet Oakley, Charles Grafty, John McClure Hamilton, Nicola D'Ascenzo, Charles Z. Klander, J. Frank Copeland, Wilson Eyre.

This committee was seriously handicapped by the brief time in which it was necessary to finish the work, and it seemed as if this lack of time, coupled with the insufficiency of funds, would be insurmountable. However, the results were so picturesque that tens of thousands of men, women and children passed through the "Court of the Allies" and the adjacent streets from early morning until late at night. A description of the decorations is in order:

“‘The Court of the Allies’ with its Statue of Winged Victory was the radiating center of the Victory Loan decorations.

“Looking up Broad Street from the Union League the eye was caught by the central figure of the Victory Statue framed by the great sunburst on the City Hall façade. This background was shaded to produce flame color in daylight. The statue, which was the design of Albert Laessle, who also designed the Golden Eagle over the speaker’s stand, was not white as many people seemed to think, but was a shade of cream which appeared dazzling in the daylight. This was one of the



Courtesy of the Philadelphia "Press."

Decorations for the Victory Liberty Loan—looking north on Broad Street to the Victory Statue.

color motifs which had to be studied out and various shades were tried before the correct one was found.

"Special note should be made in regard to the base on which was mounted the French airplane in S. Broad Street. This was the work of Nicola D'Ascenzo.

"The committee first outlined a plan to have Broad Street at the statue ceilinged with enormous colored canopies, but this plan had to be abandoned as wind pressure would have been too great.

"The committee was also confronted with the problem of safety and the final solution decided upon was to place poles on both sides of Broad Street carrying the flags of the Allies. These poles, fifty feet in height, were sunk eight feet in steel sleeves and permitted a sway of at least six inches in any direction.

"The committee which had charge of this particular part of the decorations were: Richard E. Norton, Chairman; John B. Gantz, G. E. Gable, and Richard A. Humphreys.

"The national flags as they appeared in 'The Court of the Allies' were arranged as follows:

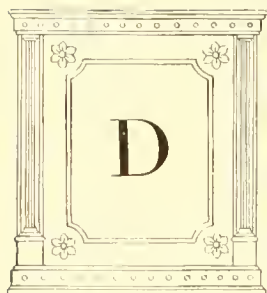
"Around the City Hall Plaza—the flags of the United States; from Chestnut Street south on Broad Street to Walnut Street—the flags of France; from Walnut Street to Locust Street on Broad Street—the flags of Italy; from Broad Street to Juniper Street on Chestnut Street—the flags of Great Britain; from Juniper Street to 13th Street on Market Street—the flags of Belgium; from 13th Street to 12th Street on Market Street—the flags of Italy; from the North Plaza to Arch Street on Broad Street—the flags of France; from Arch Street to Race Street on Broad Street—the flags of Great Britain; and from Broad Street to 15th Street on Chestnut Street—the flags of Japan.

"It is interesting to note that the number of flags used in these decorations amounted to 47,500, which, if placed end to end would make a streamer of international colors reaching fifty-five miles.

"All the decorations, including the Victory Statue, were placed in fourteen days, requiring the labor of 150 men, some of whom were brought from cities as far distant as Chicago.

"These men worked for fifty-four hours without sleep, so that the decorations might be sprung as a surprise on the city. In the painting of the great 'V' on Broad Street in the 'Court of the Allies,' fifty men worked from midnight until seven o'clock the next morning."

AMERICAN RED CROSS PENNSYLVANIA-DELAWARE DIVISION



URING the summer of 1917, National Headquarters of the American Red Cross decided to divide the country into divisions for the purpose of taking care of the great volume of Red Cross work which had resulted from the entry of this country into the war.

Late in August, 1917, Charles Scott, Jr., of Philadelphia, was appointed manager of the proposed Pennsylvania Division which had for its territory the States of Pennsylvania and Delaware, and the county of Camden, N. J. The county of Camden was attached to the Atlantic

Division about October 1, 1917.

On October 1, 1917, the Division began its official existence with headquarters in fourteen rooms of the Medical Arts Building, 134 S. 16th Street, Philadelphia, and 15,000 square feet of warehouse space at 1015 Filbert Street.

The first piece of constructive work was the issuance of a chart and pamphlet to the chapters within the jurisdiction of the Division, outlining to them the new plan for organization and operation. Field secretaries were at once appointed and during the last three months of 1917 did most intensive work, educating the chapters to the necessity for an adequate organization, both chapter and divisional, properly to meet the demands being made on the Red Cross.

Two institutes for the instruction and training of home service workers were at once opened, one in Philadelphia and one in Pittsburgh.

Immediately upon the organization of the Division and the establishment of headquarters the following departments were organized:

Division Manager, Charles Scott, Jr. *Assistant to Manager*, Alan D. Wilson.

Bureau of Development.—*Director*, Stephen Fuguet; *Assistant*, Richard E. Wilson.

Woman's Bureau.—*Director*, Mrs. J. Willis Martin. *Surgical Dressings*, Superintendent, Mrs. E. Walter Clark; *Hospital Garments and Supplies*, Superintendent, Mrs. James C. Newlin; *Knitted Articles*, Superintendent, Mrs. Henry B. Cox.

Bureau of Nursing.—*Director*, Susan C. Francis.

Bureau of Civilian Relief.—*Director*, J. Byron Deacon.

Bureau of Supplies.—*Director*, Frederick H. Strawbridge.

Bureau of Accounting.—*Director*, John F. Porter; *Assistant*, Chester T. Davis.

Bureau of Junior Membership.—*Director*, F. Corlies Morgan.

Bureau of Canteen Service.—*Director*, Mrs. G. W. C. Drexel.

In December of 1917, a committee was appointed to have charge of the Christmas Membership Campaign, which was to be held by the Red Cross throughout all divisions. J. Heron Crosman, Jr., was the Acting Chairman of this Committee.

In January of 1918 a Bureau of Camp Service was organized with J. Hartley Merrick in charge.

In February of 1918 a Bureau of Personnel was established to take care of the enrolments for overseas service with the Red Cross. H. W. Moore was Director and Mary A. L. Neilson was Associate Director, in charge of female personnel.

The warehousing space had now increased from 15,000 to 65,000 square feet



Executive Committee.

and supplies were moved to 253 N. Broad Street, a separate bureau being formed to take charge of this work, under William M. Field as Director.

In March of 1918 a school for instruction of division field instructors in surgical dressings, etc., was formed, and a Bureau of First Aid established with Dr. Harry Toulmin as Director.

A Division Committee was appointed to handle the Second War Fund Drive of the Red Cross, Major Edgar Munson acting as Executive Secretary.

In May, 1918, in recognition of the splendid work done by the people of the State of Delaware for the Red Cross, it was determined to change the name from the Pennsylvania Division to the Pennsylvania-Delaware Division.

In June, 1918, a divisional medical director, Dr. John H. Chapman, was appointed in connection with the work of the Bureau of Personnel. At the same time the Bureau of Chapter Production was established with T. Williams Roberts as Director.

W. W. Hepburn was appointed Director of the Speakers' Bureau, under the Department of Publicity, with Harry A. Thompson as Director of the Publicity Department.

In June, 1918, the Department of Military Relief was formed, to have under it and reporting to it the Bureaus of Camp Service, Canteen, First Aid and Motor Corps. The director of this department was appointed later.

The Bureau of Communications and Prisoners Relief was formed in 1918, with Richard E. Wilson as Director.

The following chart of the organization on June 30, 1918, shows the many changes which were made owing to the increased activity. The personnel increased from 46 in October, 1917, to 325 in June, 1918, of whom 112 were paid and 213 were volunteers. The payroll had grown from \$2,218.57 to \$8,832.14; the office space had increased from 3,762 square feet to 5,131 square feet and warehouse space from 15,000 to 65,000 square feet during the same period of time.

To distinguish between those units reporting directly to the management, and those reporting to other units of the organization, it was decided to call the first "departments" and the latter "bureaus." The services of the executive heads of all departments and bureaus were without expense to the division, excluding the two technical departments of Nursing and Civilian Relief.

ORGANIZATION—JUNE 30, 1918.

Division Manager, Charles Scott, Jr.; Assistant Division Manager, Alan D. Wilson; Counselor, F. Corlies Morgan; Medical Director, Dr. John H. Chapman.

Department of Development.—Director, F. Corlies Morgan; Associate, J. Barton Townsend.

Bureau Chapter Organization.—Director, Richard E. Wilson.

Bureau Chapter Production.—Director, T. W. Roberts; Executive Secretary, Mrs. H. A. Dresser. Surgical Dressings—Superintendent, Mrs. E. W. Clark. Hospital Garments and Supplies—Superintendent, Mrs. Benjamin Rush. Knitted Articles—Superintendent, Mrs. Henry B. Cox. School of Instruction—Superintendent, Mrs. A. H. Beeve. Model Work Room—Director, Mrs. Charles Scott, Jr.

Bureau of Junior Membership.—Director, Louis Nusbaum. Boys' Work—Superintendent, Millard D. King. Girls' Work—Superintendent, Mrs. Anna C. Green.

Department Civilian Relief.—Director, Cheney C. Jones; Associate, John S. Newbold; Assistant, Mrs. Martha J. Megee.

Department of Supplies.—Director, James Hancock.

Bureau Transportation and Warehouse.—Director, William M. Field.

Department of Accounts.—Director, John F. Porter; Associate, Henry G. Cowgill; Assistant, Chester T. Davis.

Department of Publicity.—Director, Harry A. Thompson.

Speakers' Bureau.—Director, W. W. Hepburn.

Department of Nursing.—Director, Miss Susan C. Francis. *Instruction Classes.*—Assistant, Mrs. Elizabeth H. Schnabel. *Nurses' Aid.*—Assistant, Miss Letitia Windle.

Department of Military Relief.—Awaiting appointment of Director.

Bureau of Camp Service.—Director, J. Hartley Merriek; Field Director, Randolph F. Justice; Field Director, John K. Lamond; Field Director, Robert C. Brooks.

Bureau of Canteen Service.—Director, Mrs. G. W. C. Drexel.

Bureau of Motor Corps.—Acting Director, J. Hartley Merriek.

Bureau of First Aid.—Director, Dr. Harry Toulmin.

Department of Personnel.—Director, H. W. Moore; Associate, Miss Mary A. L. Neilson.

Bureau Communications and Prisoners' Relief.—Director, Richard E. Wilson.

Second War Fund Campaign.—Executive Secretary, Major Edgar Munson. *Speakers' Bureau.* W. W. Hepburn. *Publicity.* John C. Gilbert.

Finance Committee.—Chairman, E. T. Stotesbury; Vance McCormick, A. W. Mellon, Pierre S. Dupont, Geo. W. Pepper, J. Benj. Dimmick.

Christmas Membership Campaign.—Chairman, W. H. Conyngham; Vice-Chairman, J. Heron Crozman; Major Edmund Mitchell, W. H. Foster.

During the nine months from October, 1917, to June 30, 1918, it is obvious that a great deal of constructive organization work was done. Starting in with 105 chapters, and by a process of combining small ones and establishing new ones, the same number was maintained. This required hard work and much traveling. The real picture is shown in the growth of the branches and auxiliaries, viz.: From 1,101 to 2,117; in the growth of the adult membership from 515,812 to 1,823,063 and in the junior membership from nothing to 2,753 auxiliaries with 782,221 members. This made a total Division membership on June 30th of 2,605,281. During the Christmas Campaign of 1917 there were enrolled 1,373,231 and during the Second War Fund Campaign \$20,891,126.26 was raised.

The Belgian clothing campaign in March, 1918, resulted in the collection of 131,050 pounds of clothing. The total production for nine months was as follows:

Surgical dressings, 15,499,051; hospital garments and supplies, 1,662,913; knitted articles, 727,922; refugee garments, 21,710; miscellaneous articles, 79,990. Grand total, 17,991,619.

The sale of raw materials to chapters for October, 1917, and June, 1918, gives some idea of the growth in activity.

October, 1917	\$18,196.51
June, 1918	265,375.51

The Bureau of Camp Service distributed 2,112 sweaters in October, 1917, and 15,111 sweaters in December of the same year. The work of this Bureau also included continuous activity among the men at the Navy Yard here and at the various camps and hospitals throughout Pennsylvania and Delaware.

The Bureau of Canteen Service started in with six canteen stations in October and by June the number had increased to sixty-two. In Philadelphia alone there were nearly 3,000 women active in canteen work. During the nine months' period mentioned the Canteen fed 501,139 men.

The Bureau of Motor Corps was not established until some time after October, but in June they reported four chapters organized for the work.

The Bureau of First Aid reported for the nine months' period: 156 classes formed; 2,676 students enrolled; 978 students examined; 1,174 certificates issued; sixty-five instructors appointed; fifty-four examiners appointed.

The Department of Civilian Relief was the only one in the country able to report all chapters in the Division organized for home service. During this nine months' period, a flood at Lock Haven and a fire at Loganton, Pa., were both handled by the Department of Civilian Relief. In October, 1917, there were ten cases cleared through the Department of Civilian Relief and no families dealt with. In June of 1918 there were 131 cases cleared through the Division office and 7,252 home service families dealt with.

The Department of Publicity began with the irregular publication of a four-page Division paper and grew to a twelve-page edition published twice a month with a circulation of about 9,000. Motion-picture service has also been added to the work of the Department.

The Department of Personnel up to June 30 had completed forty-three files for male personnel and thirty-nine files for female personnel for overseas service. This Bureau was rated by the National Director in Washington as being the best organized and operated in the country.

The Department of Nursing organized eight enrolment committees throughout the State, established instruction classes and organized a department for Nurses Aids. There were 800 nurses enrolled in this nine months' period.

The Department of Accounts reported total expenses for the Division for the first nine months of \$152,526.01, and total sales of raw materials for the same period of \$1,159,116.83.

From July 1, 1918, when the organization was as shown above, until December 31, 1918, the following important changes were made:

The Division now had two warehouses, one for finished products and one for raw materials.

George W. Childs Drexel accepted the position of Director of Military Relief in September, 1918. Anita Phipps accepted the position of Director of Motor Corps Service at the same time.

In October, 1918, at the request of Washington a nursing survey was instituted.

The influenza epidemic in Philadelphia first broke out in the Navy Yard and, realizing the seriousness of its effect on the civilian population, a Committee on Influenza was appointed composed of representatives of the various Division departments concerned, with Joseph W. Sharp, Jr., as Chairman. This committee gathered together the resources of the Division and arranged for the distribution of supplies.

A number of Professors were appointed Temporary State Directors to look after the men in the S. A. T. C. at various colleges and schools.

A Division cutting plant was instituted in October, 1918.

In November, 1918, after the signing of the armistice, the Bureau of Conservation, which had been formed to take charge of the collection and conserving of articles wanted by the Government, was no longer needed and so was at once disbanded.

A school of instruction for Division field instructors in hospital garments and knitted articles was established at 1512 Spruce Street, under Miss Girvin.

The work of the Department of Personnel was now over with the exception of completing their records, the Director and his associates resigned and the personnel was reduced from fourteen to four.

The Department of Nursing, preparing for future peace activity, formed the Bureau of Public Health Nursing, with Mrs. F. B. Downing as Director. Miss Flora Bradford was made Field Instructor in Home Hygiene and care of the sick.

Francis Farquhar, of York, Pa., was appointed Division Chairman for the Christmas Roll Call of 1918, which he directed from York.

Owing to the complete cessation of surgical dressings work, T. Williams Roberts, Director of Chapter Production, resigned.

After the signing of the armistice the Manager of the Division felt that he was not justified in asking those associated with him as volunteers to disregard their personal affairs for the Red Cross and adjustments were made as quickly as possible to enable them to return to their businesses.

The Bureau of Communications was eliminated and all production ended.

The model workroom was abandoned in December, 1918, making in all the elimination of the following departments:

Department of Personnel.
Bureau of Conservation.
Bureau of Communications and Prisoners' Relief.
Bureau of Camp Service.
Bureau of Hospital Service.

This left the Division with the following organization on December 31, 1918:

Manager, Charles Scott, Jr.; Assistant to Manager, Alan D. Wilson; Assistant Division Manager, F. Corlies Morgan; Counselor, F. Corlies Morgan; Medical Advisor, Dr. John R. Chapman.

Department of Development.—Director, F. Corlies Morgan; Associate, J. Barton Townsend.

Bureau Chapter Organization.—Director, Richard E. Wilson.

Bureau Chapter Production.—Secretary, Mrs. H. A. Dresser.

Surgical Dressings.—Superintendent, Mrs. Benjamin Rush; Chief Inspector, Mrs. Harry Bailey.

Hospital Garments and Supplies.—Superintendent, Mrs. Benjamin Rush; Assistant Superintendent, Lila Fisher; Chief Inspector, Mrs. M. B. Fine.

Knitted Articles.—Superintendent, Mrs. Henry B. Cox; Assistant Superintendent, Mrs. Charles Scott, Jr.; Inspector, Mrs. George Frazier; Chief Inspector, Constance Lee.

School of Instruction.—Mary Givvin.

Bureau Junior Membership.—Director, Louis Nusbaum. Boys' Work.—Millard D. King. Girls' Work.—Mrs. Anna C. Green.

Department Civilian Relief.—Director, Cheney C. Jones; Associate, John S. Newbold; Assistant, Mrs. Martha J. Megee; Case Supervisor, Helen V. White; Field Supervisor, Helen Blanton.

Department of Supplies.—Director, James M. Reed; Associate, J. C. Rittenhouse; Assistant, L. C. McLaughlin.

Department of Accounts.—Director, Henry G. Cowgill; Assistant, Chester T. Davis.

Department of Publicity.—Director, Henry A. Thompson.

Speakers' Bureau.—Director, W. W. Hepburn.

Department of Nursing.—Director, Susan C. Francis.

Bureau Public Health Nursing.—Director, Mrs. Florence Downing.

Instruction Classes.—Assistant, Mrs. Elizabeth Schnabel.

Nurses' Aides.—Assistant, R. L. Hirsh.

Department Military Relief.—Director, G. W. C. Drexel.

Bureau Canteen Service.—Director, Mrs. G. W. C. Drexel.

Bureau Motor Corps.—Director, Anita Plupps.

Bureau First Aid.—Director, Dr. Harry Toulmin; Field Directors.—John K. Lamond, Robert G. Brooks, J. V. S. Bishop.
Division Chairman Christmas Roll Call, December, 1918.—Francis H. Farquhar.
Division Supervisor Nursing Survey.—William O. Easton.

During the six months covered by the period of July 1st to December 31, 1918, the development of Red Cross service and operation was at its height. A number of campaigns were held, including the campaign for graduate nurses, in which 1,023 nurses were enrolled, the Belgian Clothing Campaign, in which 652 tons of clothing were actually shipped by the chapters of this Division, the Linen Shower, during which, in spite of the fact that the influenza epidemic hampered all activities throughout the chapters, there were nevertheless 57,432 pieces collected; Red Cross Calendar Campaign, when 1,012 Red Cross calendars were sold; the Christmas Roll Call Campaign, with a total enrolment of 1,670,860; the Nursing Survey in 15 chapters and the Christmas Carton Campaign, during which there were filled, inspected and sent overseas by this Division 173,672 cartons.

The Bureau of Chapter Organization, etc., accurately defined the territory of seventy-one out of the 105 chapters. This necessitated much field work and personal adjustment.

A statistical department was organized for the purpose of accurately determining the productive capacity of each chapter. The school for division instruction in hospital garments and knitted articles was instituted in order to improve the general standard of the chapter work.

The production of the Bureau for this six months was as follows:

Surgical dressings, 7,303,067; hospital garments and supplies, 1,060,914; knitted articles, 668,797; repaired garments, 227,912; miscellaneous articles, 12,566. The estimated value of this production was \$2,855,065.11.

The Bureau of Junior Membership rendered invaluable service in all campaigns held during the six months' period.

The Bureau of Conservation was formed in an effort to have the chapters help in the conservation of articles desired by the Government. Affairs were progressing most satisfactorily when the armistice was signed.

The Bureau of Communications handled 11,871 communications regarding prisoners and wounded men, as well as soldiers who neglected to write home. They also handled 151 A. E. F. inquiries and 339 letters from foreign territory.

The Department of Supplies had, in August, 1918, about 90,000 square feet of warehouse space in each of two warehouses, making a total of about 180,000 square feet. Total sales to chapters by the Department of Supplies amounted to \$1,521,968.46. Total shipments were: Export, 7,138 cases; domestic, 2,976 cases; Government, 1,851 cases.

The following is a summary of the Military Relief Department activities for these six months:

First Aid classes held	33
Attendance	1,756
Number canteens organized	62
Number motor corps organized	27
Number military establishments in territory	5
Number naval establishments in territory	1
Number military hospitals in division	1
Number naval hospitals in division	3

Number articles distributed in camp service	156,320
Value of these articles.....	\$320,367.50
Number nurses homes.....	None
Number convalescent houses.....	None
Value hospital supplies distributed	\$23,319.13

The Bureau of Canteen Service summary:

Canteens organized	62
Canteen workers in division.	1,039
Canteen huts.....	11
Shower baths.....	14
Information and rest rooms at.....	32 stations
Number men served.....	941,103
Sick men removed to hospital.....	20
Sick men aided.....	16,586

The Bureau of Motor Corps reported an increase from four organized corps to twenty-eight, with a total of 496 active workers. During the epidemic they rendered most valuable and efficient service.

Influenza Epidemic.—The care of this situation was probably the best piece of work done in the Division during these six months. All possible resources were gathered and the chapters were instructed to render every possible aid along general lines. At the request of the Acting Commissioner of Health in the State, the Assistant Manager went to Harrisburg, and either he or some one else from the Division constantly occupied a desk there until the epidemic was over. The chapters did excellent work, numbers of emergency hospitals were equipped and opened at short notice and great quantities of supplies were given to all existing hospitals. The medical supplies were in great demand and volunteers travelled throughout the Division and made prompt delivery of them. The Department of Nursing allotted the nurses on hand and also enrolled many who had retired. In addition, a large number of nurses' aids were sent out under the graduate nurses. Great praise was given the chapters for their help in all local emergencies and a very appreciative letter was sent the Division by the Acting Commissioner of Health.

The Department of Civilian Relief cared for 8,883 families during the month of July and 24,338 in December, thus showing the growth in activity. During the six months they organized in all 105 chapters for home service. The total expenditures for home service cases were \$211,916.06; 99,619 families were helped.

The Department of Publicity issued fortnightly *Clippings*, the Division paper, with a circulation of 10,729, together with special editions in connection with various campaigns, etc. Four hundred newspapers throughout the Division were regularly supplied with news by this department.

The Speakers' Bureau supplied speakers for all campaigns, meetings, etc.

The Department of Accounts, in addition to its regular work, made systematic efforts to get financial statements from chapters and their branches; also statement of the raw materials on hand in the chapter territory.

The total receipts in the Division for these six months were \$1,557,130.91. The total expenditures for all purposes of Administration were: \$289,673.09.

Following the period of time covered by the above history, the Division Organization concerned itself with the finishing up of the war work and the carrying

out of the peace program of the Red Cross. The former, of course, was a diminishing activity, while the latter was a most constructive piece of work, including the working out of cooperative arrangements with the State Department of Health and its various sub-departments, the establishment of public health nursing services, baby clinics, health centers, etc., throughout the State of Pennsylvania.

On April 1, 1921, as part of a nation-wide plan to return the Red Cross organization to a pre-war basis, the Pennsylvania-Delaware Division was abolished and the supervision of all Red Cross activities in Pennsylvania and Delaware transferred to the Atlantic Division, with headquarters in New York City.

SOUTHEASTERN PENNSYLVANIA CHAPTER AMERICAN RED CROSS

The organized life of the Southeastern Pennsylvania Chapter American Red Cross dates from March 4, 1916, when approval of its organization was received from National Headquarters in Washington.

A meeting was held at the residence of Mr. and Mrs. Charles C. Harrison, 1618 Locust Street, Philadelphia, on January 22, 1916. At this time efforts were being made throughout the country to arouse interest in the reorganized and enlarged American Red Cross. The Hon. William Howard Taft, Chairman of the Central Committee, Ernest Bicknell, Director of Civilian Relief, and Colonel Jefferson Kean, Director of Military Relief, of the National Red Cross, were present at the meeting and, following their suggestions, a temporary executive committee was elected with Dr. Richard H. Harte as Chairman.

Negotiations for the recognition of the Chapter and the adjustment of its relations to the National Organization were carried on and brought to a successful conclusion through the efforts of a committee consisting of Dr. Alfred Stengel, Chairman, Dr. D. J. McCarthy and Colonel Samuel D. Lit.

The territory assigned to the Chapter included Bucks, Chester, Delaware, Montgomery and Philadelphia counties.

Public attention was turned toward the proposed activities of the Chapter by an exhibit, which was held during the month of April, 1916, in the Widener Building, a part of which was afterward transferred to the Commercial Museum in connection with a civic exposition called "Philadelphia Today and Tomorrow." Further publicity was secured through a leaflet printed at the expense of Mrs. Arthur H. Lea. Out of the Widener Building exhibit grew the establishment of the instruction classes in first aid, elementary hygiene and home care of the sick, and dietetics.

Shortly after this, the first membership campaign was undertaken by a committee under direction of Colonel Samuel D. Lit. This drive brought the membership up to 16,000 by the end of July, 1916.

The organization of a base hospital in Philadelphia claimed attention in June, 1916, and subsequently Dr. Harte reported that he had received from the Women's Committee on Preparedness the sum of \$25,000 to be used for such a hospital. Out of this grew Base Hospital No. 10, with which Dr. Harte later went abroad as director. The personnel of this hospital was drawn from the Pennsylvania Hospital. Other base hospitals were formed in the University of Pennsylvania, Jefferson and Episcopal hospitals, with a naval base in the Methodist Hospital and a field hospital unit in the Presbyterian Hospital. All of these were later called into service, and while the chapter was in no sense directly responsible for them, it

acted as custodian for some of their funds and cheerfully supplied whatever material was requested.

Until October 31, 1916, the affairs of the chapter were managed by the executive committee as originally appointed, with additions from time to time. Various committees of this body were entrusted with specific duties as the needs arose. But in the fall of 1916 a more definite plan was adopted, under which a board of directors was elected and its Chairman authorized to appoint the necessary committees in order to secure proper division of labor. The key to the structure was the Executive Committee, on which Dr. Harte, the Chapter Chairman, appointed the following members: Dr. Charles J. Hatfield, Chairman, G. W. C. Drexel, C. J. Bhoads, Colonel S. D. Lit and Dr. Alfred Stengel. This committee, changed somewhat in its personnel by resignations and appointments, served until October 15, 1917, when its functions were taken over in large part by the Executive Director and the Special, afterward General, Committee.

A noteworthy achievement of the Executive Committee was the creation and installation of a carefully wrought out scheme of departmental organization and business management. This was the work in the main of Captain J. Franklin McFadden, whose business acumen was a most valuable asset to the Chapter during this year of intense activity and rapid growth.

The first office of the Chapter was at 608 Chestnut Street, afterward transferred to 1119 Walnut Street, and later to 221 S. 18th Street, until removal to 1615 Chestnut Street in the summer of 1918. Notwithstanding the size of the 18th Street house, loaned to the chapter by Mr. and Mrs. E. T. Stotesbury in most generous fashion, and the larger quarters on Chestnut Street, it was at no time possible to put all the departments of the Chapter under one roof.

At the high tide of work, seven buildings were in use, 221 S. 18th Street, 218 S. 19th Street, southwest corner 18th and Locust streets, 1607 Walnut Street, 1703 Walnut Street, 1609 Walnut Street and 1315 Market Street.

The active participation of women in the chapter work is marked by the appointment, on June 27, 1916, of Mrs. Arthur H. Lea as Chairman of a Woman's Auxiliary Committee, with authority to select other members. At no time since have Red Cross women failed in their marked devotion to the cause. Unstinted praise is due the multitude of women volunteers who served in the Chapter departments and in the branches and auxiliaries, numbering at least 50,000 in all.

As the scope of the Chapter's activities enlarged, it was found advisable to adopt a policy for subsidiary organization throughout the five counties. In the summer of 1916 it was therefore agreed that the term "Branch" should be used geographically, and membership in such branches was made inclusive of all in each particular locality who wished to become members; and that the term "Auxiliary" be used as an administrative definition to apply to groups of individuals only, subject to the direction of the Chapter.

Sixty branches, some with dependent auxiliaries and others with sectional or group subdivisions, were organized. The number of auxiliaries identified with branches was 105. In Philadelphia 326 auxiliaries were recognized, with five auxiliaries at large in as many outlying districts.

Of vital importance to the Red Cross was the inauguration of the First War Fund, for which it was proposed to raise throughout the country \$100,000,000, the Chapter's share being \$1,125,000. The week of June 18 to 25, 1917, was designated

as the period of the drive. Interest in this campaign was aroused by the visit to Philadelphia of H. P. Davison, Chairman of the Red Cross War Council. E. T. Stotesbury was elected Chairman of the Chapter on May 31, 1917, in succession to Dr. Richard H. Harte, resigned. Mr. Stotesbury served as Chairman for the War Fund Campaign. The sum finally raised in the Chapter amounted to \$2,800,000.

Prior to the launching of the Second Red Cross War Fund, a War Welfare Council was organized in the territory of the Chapter for the purpose of making a concerted effort to secure the funds for war relief work apportioned to Philadelphia and vicinity through the national relief organization, including the American Red Cross. The War Chest movement relieved the organizations of the Chapter from any active participation in securing contributions. It resulted in the raising of over \$6,000,000 for the Second Red Cross War Fund.

By the time of the annual election of officers in October, 1917, the Chapter was in the full swing of its war relief work. There was a great increase in activities and two important steps directed toward a closer coordination of departments and a greater degree of efficiency were taken.

A special committee of the board, later known as the general committee, authorized on October 15, 1917, and consisting of Randal Morgan, Chairman, Mrs. Arthur H. Lea, Dr. Charles J. Hatfield, Mrs. Thomas Robbins and John B. Townsend, Secretary, was appointed. It was made the duty of this committee "to review the work of the chapter and report to the board." A series of conferences with the heads of the fourteen departments of the chapter was arranged. The amount of information brought to the board by the committee and its authoritative character were of inestimable value in guiding the work of the Chapter through all that period. No recommendation of the committee, which altogether held thirty-six meetings, ever failed of adoption by the board. The quiet, strong leadership of Randal Morgan, the Chairman, deserves far more than the single sentence here written in its recognition.

The other important action in the autumn of 1917 was the appointment of the recently elected Secretary of the Chapter, John Barnes Townsend, to the position of Executive Director, in which he served with rare skill and energy until January, 1919. The Red Cross owes its success to such volunteer workers as Mr. Townsend and his colleagues in the direction of the Chapter activities. When the war-time leaders, Mr. Stotesbury and Mr. Townsend, relinquished their official positions they left a Red Cross organization in every way equipped and nicely adjusted to carry on the less strenuous, though equally important, peace program.

DEPARTMENT OF MEMBERSHIPS, BRANCHES AND AUXILIARIES

Prior to July 1, 1917, the solicitation of memberships, apart from the special campaigns, was in the hands of a Committee on Memberships. Paralleling the increase of memberships, the development of branches and auxiliaries went on throughout the chapter under the direction of the executive committee. On July 1, 1917, these two phases of extension work were united in the Department of Memberships, Branches and Auxiliaries. The committee consisted of Dr. Charles D. Hart, Chairman; Mrs. John White Geary, Vice-Chairman of Memberships, and Mrs. Joseph Leidy, Vice-Chairman of Branches and Auxiliaries, who later resigned.



Courtesy of Frank W. Buhler, Stanley Co. of America.

An Irresistible Appeal.

the various nurses' training schools in this vicinity. The quota assigned to the Chapter was 100, and 262 were finally secured. This equaled the average throughout the United States, where 20,191 were enrolled out of a national quota of 50,000.

The outbreak of influenza in the city prevented a vigorous prosecution of the campaign, as every available nurse was drafted for service in the battle against the epidemic.

Dr. Hart having resigned in the early part of 1919, Mrs. John White Geary became Chairman of the department.

DEPARTMENT OF WORKROOMS

In January, 1917, Mrs. Thomas Potter, Jr., was appointed Chairman of the Women's Working Committee. Other members of the committee were: Mrs. Charles C. Harrison, Mrs. Alfred Stengel, Mrs. Arthur H. Lea, Mrs. Charles W. Nexin, Mrs. William R. Mercer, Mrs. Charles J. Rhoads, Mrs. Horace Binney Hare, Miss Emily R. Smith, Miss Henrietta Ely, Mrs. R. R. Porter Bradford,

Howard Wayne Smith, later Executive Secretary of the Chapter, was appointed Extension Manager in May, 1917.

On January 1, 1917, there were 18,000 members in the Chapter. A small campaign conducted in the spring increased the number to 100,000. The first roll call, held from December 17th to 21th, raised the total to 125,000 members.

The 1918 Christmas roll call was held from December 16th to 23d, directed by the following committee: Dr. Charles D. Hart, Chairman; Marshall S. Morgan, Treasurer; W. Hinckle Smith, Colonel Samuel D. Lit, James M. Willcox.

Early in the summer of 1918 the Committee on Memberships was placed in charge of a campaign for the enrolment of nurses for service in the Army and Navy. Although this campaign was begun at an unseasonable time of year, after most of the nurses' training schools had held their commencements, meetings were held, literature was distributed, personal appeals were sent to all nurses whose names could be secured, and every available prospect was solicited to enroll for service.

Appeals for help were sent to

Miss Emily B. Fox, Miss Susan C. Francis, Mrs. Richard H. Harte, Miss Hannah Wright and Mrs. John W. Geary.

On February 12, 1917, the Working Committee opened rooms on the street floor of 221 S. 13th Street. At that time there were no auxiliaries or branches, and the Committee was obliged to do the work as well as finance itself. This was done by generous contributions of \$1,000 each from Mrs. Harrison and Mrs. Lea, to which others added some \$3,000 during the following two months.

The first work undertaken was the equipment, wholly or in part, of the five base hospitals which went from Philadelphia. In March, 1917, the board of directors authorized the financing of the Committee from the general Red Cross funds.

The Committee, in the early days, did its own buying and its own cutting and, aided by friends, undertook all sewing.

In the beginning the Working Committee made surgical dressings, the Surgical Dressings Committee making sample boxes and inspecting the work of the auxiliaries and branches.

Four rooms were set aside for surgical dressing use on the second floor of 221 S. 13th Street, where classes were conducted for four months under the supervision of Mrs. Charles W. Nevin.

The Workrooms Department was then asked to add to its other work a class of instruction in surgical dressings. This work was promptly got under way with two classes daily, numbering twenty members each.

On July 12, 1917, the surgical dressings rooms were turned over to the Surgical Dressings Department, and the instruction classes were, about the same time, transferred to the Department of Instruction.

As the work increased the department moved twice, in each case to larger quarters; first to rooms at 1417 Walnut Street and then to Chapter Headquarters, 1615 Chestnut Street.

In July, 1917, came the first demands for larger quantities of knitted articles. Wool was sold at cost to those who would return the finished products to the Red Cross. Within a few months it was determined to distribute wool without charge, and a time limit was set for the return of the completed articles.

Mrs. William Henry Trotter, Chairman of the Wool Committee, assisted by Mrs. J. Rutherford McAllister and Mrs. Walter Ross, Vice-Chairmen, did splendid and generous service in this department.

Early in the fall of 1917 a Miscellaneous Supply Department was established under Mrs. Albert Fink Smith, to care for the accumulation of articles which were not authorized by the Red Cross nor made from accepted Red Cross patterns. This department was housed at 1119 Spruce Street, and the articles handled by it were primarily for the use of the Home Service Section, although thousands of articles were given to other relief committees and to the Red Cross Bureau of Camp Service.

Through the summer of 1917 the thousands of garments needed in the work were cut free of charge through the courtesy of the tailors of Philadelphia and of the Snellenburg Company. Soon the work assumed such proportions that it was necessary to establish a separate cutting department. This was done in December, 1917, at 1419 Spruce Street, the house being loaned for that purpose by Mr. Francis A. Lewis. Mrs. John Hallowell was placed in charge of this work, which was continued with great success and economy until October, 1918, when National Head-

quarters arranged that all cutting be done by the various divisions, and the Cutting Department was then transferred to the Pennsylvania-Delaware Division.

In December, 1917, the Pennsylvania-Delaware Division found itself with thousands of garments in its warehouse which, on account of some minor defect, could not be shipped. Transportation difficulties made it impossible to return these garments to the chapters by which they had been made. On this account the Department of Workrooms opened a Correction Department at 1119 Spruce Street, to assist the division. Mrs. Henry D. Paxson was placed in charge of the work, to which was added the making of model garments for the division. This work was discontinued in October, 1918. During that month the workrooms began making refugee garments.

On several occasions the department faced situations demanding swift action. During the influenza epidemic 500 children's night dresses were made one Sunday and were ready for distribution Monday morning. Later, 3,000 knitted undervest sweaters were supplied within twenty-one days for the use of nurses serving in Northern France. At another time 9,000 wind-proof paper-lined vests were needed for shipment to Siberia within three weeks.

An interesting variation in the work was a linen shower for France held during October and November, 1918, in order to replenish depleted hospitals. The call was for 350,000 sheets, towels, napkins and handkerchiefs. The response from the auxiliaries and branches was generous and gratifying.

A paid force facilitated the system of supply at the workrooms, but the burden of the work was assumed by volunteer workers, some fifty in all, whose promptness, efficiency and tireless devotion made it possible to meet the constantly increasing demands of the work.

The following figures do not include the 75,000 knitted articles and comfort kits which were distributed individually by the branches and auxiliaries to the local Draft Boards, or the French linen shower:

CHAPTER PRODUCTION

From branches and auxiliaries:

Hospital garments	616,670	
Knitted garments	252,529	
Refugee garments	94,817	
Miscellaneous supplies	8,405	
		1,002,421
Volunteer factory		22,933
Junior Red Cross		25,135
		<hr/> 1,050,489

Mrs. Thomas Potter, Jr., as executive head of the department and Vice-Chairman, was actively in charge of its work from the beginning. The department had four chairmen: Charles J. Rhoads, Charles L. McKechnan, Leonard T. Beale and Mrs. Thomas Potter, Jr.

DEPARTMENT OF INSTRUCTION

This department had charge of the education activities of the Chapter, and began operations July 1, 1916, when it was established in the temporary headquarters

at 1417 Walnut Street, under direction of the Activities Committee, consisting of Dr. Alfred Stengel, Dr. C. H. Frazier, Dr. C. L. Furbush and Dr. R. H. Harte.

In the fall of 1916 the work of the department was divided, Dr. H. M. R. Landis becoming chairman of the Committee on Instruction for Women, while Dr. Stengel, remained chairman of the First Aid Committee. Later the whole work of instruction in the Chapter was consolidated at the Teaching Center under the chairmanship of Dr. Joseph S. Neff.

The department grew rapidly after it moved with headquarters to 221 S. 18th Street and in June, 1917, was installed in the Teaching Center, at 218 S. 19th Street.

The first classes took up the study of elementary hygiene, home care of the sick and first aid. Later classes were formed in surgical dressings instruction, dietetics, with an equipped kitchen, the making of hospital garments and the inspection of hospital and refugee garments. The records show that 126 classes were formed with an enrolment of 3,183.

The course for Nurses' Aides, designed to teach prompt and intelligent action in emergencies, was given to 135 classes. The proof of its efficiency appears in connection with the remarkable work done at the time of the influenza epidemic.

SURGICAL DRESSINGS DEPARTMENT

This department was organized in April, 1917. In eighteen months of work, 9,267,380 surgical dressings were made. These were packed and sent to all branches of the service, including battleships, destroyers, base hospital units, army camps and evacuation hospitals.

During the influenza epidemic the department made 55,000 face masks and 500 pneumonia jackets.

At the close of hostilities, when the department ceased work, the balance of dressings on hand was distributed among the local hospitals, a portion, however, being reserved for use in disaster relief.

The splendid record of the department was achieved through the cooperation of women workers in the Surgical Dressings Departments of the branches and auxiliaries.

Constant changes in the types of dressings were made necessary by the character of the wounds inflicted by modern warfare and the different kinds of treatment. The navy sent many requests for shell-wound dressings, which were promptly filled.

When the Allied medical officers in France ordered the standardization of all dressings it necessitated the production of the larger types.

The committee included Mrs. Rodman E. Griscom, Chairman; Mrs. John H. Gibbon, vice-chairman; Mrs. Francis R. Packard, Secretary, and Mrs. J. Alison Scott, in charge of inspection and packing.

HOME SERVICE SECTION

At the meeting of the board of directors, held March 28, 1917, plans for a department of soldiers' and sailors' families were presented by Stevens Hecksher. The name of the department, of which Mr. Hecksher became chairman, was afterward changed to Department of Civilian Relief. A sub-committee for the care of the families of the soldiers, sailors and marines was formed, of which Mrs. Henry C. Boyer was made chairman. This committee became known as the Home



In the office of the Home Service Section.

Service Department of the Chapter, and performed the functions originally assigned to the Department of Civilian Relief.

Early in April, 1917, the Home Service Department started work in two small rooms at 1119 Spruce Street, given the Red Cross by Francis A. Lewis. The committee, two or three volunteers, one stenographer and one social service worker were thought sufficient to do the work, but the department became one of the largest in the Chapter and was of incalculable importance in maintaining the morale of the soldiers in the trenches and camps by giving them the assurance that their families received every care and consideration.

Instead of two rooms, the Home Service used the very large house, 1607 Walnut Street, generously donated by Mrs. Campbell Harris, as an administrative office, the office for the After Care of the Discharged Soldier and also for the Information Service. In various parts of the city eleven district offices were opened. The Clothing Committee was housed at 213 S. 19th Street and the committee in charge of the Home Service work of the branches at the same place. From 109 applications and 97 families under care during April, 1917, the work increased to 6,545 applications during the month of March, 1919, and 10,305 families under care on April 1, 1919, a total of 38,112 applications having been received from families during these two years. The staff of workers increased correspondingly to a total of 170 paid clerical workers and 162 volunteers.

The work of the Home Service was "everything" — financial aid, health, employment, education and recreation. When a soldier left home it sometimes took from six weeks to two months before his family received his first pay and govern-

ment allowance. The Home Service saw that the family was given enough money to live on. When the allotment and allowance reached the family, it was not always enough to cover expenses unless further assistance was given by the Home Service. A loan was sometimes needed to pay interest on the mortgage or insurance and to tide over a bad time. Bad housing conditions must be reported; medical and hospital service often had to be secured; someone in the family might be ill, convalescent care was needed, an operation necessary, or tuberculosis suspected.

In the matter of health the Home Service was ably assisted by Dr. Edward Parker Davis and a committee of volunteer physicians. The hospitals and dispensaries were most cooperative. Dr. R. Hamill Swing helped the Home Service frequently with advice and service whenever dental work was necessary. Summer outings were arranged for, and in the summer of 1918, 750 women and children were sent to the country or seashore for a two weeks' vacation. Whenever it seemed likely that, because of the absence of the man in the service, a child would be compelled to leave school and go to work to help support the family, the Home Service Section gave a scholarship and arranged for vocational guidance through the White-Williams Foundation so that the child's education need not be interrupted.

Clothing for the family was a big problem. After the family was able to manage its finances a clothing allowance was given. Before that time the Clothing Committee undertook the work of supplying the family with necessary garments. From September, 1917, when this department was started, 31,168 garments were distributed. Providing coal for the families of soldiers was a necessary service, particularly in the severe winter of 1917-1918. In two years \$17,778.07 was spent for coal. Of this amount, \$1,287.80 was refunded by the families.

The Information Service gave information in regard to allowance and allotment, casualties, the location of men in the service and application for the bonus allowed discharged men. In this department, besides the superintendent, ten interviewers and eighteen clerks, there were a notary public and a lawyer, the last two donating their services daily. For about six months a worker was on duty at Broad Street Station seven nights a week, giving information and assistance to enlisted and discharged men applying to the Canteen Workers.

The officers of the executive committee were: Mrs. Henry C. Boyer, Chairman; Mrs. Gibson Bell, Treasurer; Henry H. Bonnell, Secretary.

CANTEEN DEPARTMENT

The Canteen Department, organized in the fall of 1917 by Mrs. G. W. C. Drexel, was composed of seventy-eight auxiliaries and branches, 2,700 workers, fifty-seven captains and fifty-four lieutenants. Two million, thirty-three thousand, three hundred and seventy-five men were cared for from September 20, 1917, when activities began, until November 1, 1919, when the Canteen went on reserve. Of this number 1,713,260 were cared for at railroad stations. The captains and lieutenants with their workers were in charge of the various services from 6 A.M. to 9 P.M., serving light refreshments, which consisted of fruit, chocolate, cigarettes and ice cream, or sandwiches and coffee, often providing lunches or dinners at the request of commanding officers.

The Motor Truck Transportation Service began January 1, 1918, with Mrs.

J. Somers Rhodes, captain in charge. Motor messengers met convoys at the city line and learned their requirements from the commanding officer, either taking the men to Broad Street Station and giving them a hot meal or sending jam and jellies, fruit and cigarettes to City Hall, where the men were billeted. During the period of service 30,000 men were served.

The first transport sailed from the port of Philadelphia May 6, 1918, which marked the beginning of the Embarkation Service, with Mrs. Henry Pepper Vaux, captain in charge: 29,602 men were served with coffee, rolls and cigarettes, and were provided with books, papers, magazines and games.

Debarkation began January 19, 1919, with Mrs. Henry Pepper Vaux, captain in charge: 53,325 men were returned to this port and were served ice cream, cake and coffee. The wounded and sick men were transferred from the ships to the various hospitals throughout the city by the Canteen Motor Corps.

Hospital trains began to pass through the city in August, 1918, Mrs. George B. Evans, Vice-Commandant, in charge. Hot meals, consisting of roast beef or chicken, potatoes, peas, coffee, rolls and dessert, were served to the men at the request of the commanding officer. These meals were served for a period of three months, until the government sent out fully equipped trains. The men were then given fruit, milk, ice cream and cake, reading matter and games. One hundred and fifty-six thousand and eighty men were taken care of on hospital trains by a specially trained corps of workers.

The Hospital Train Escort Service, with Mrs. George W. Boyd, Vice-Commandant, in charge, took up its duties on November 1, 1918. Twenty-six thousand five hundred and thirty-one sick and wounded men were cared for by the escorts on hospital trains throughout this division.

The information booths at railroad stations were opened on November 1, 1918, Mrs. George W. Boyd, Vice-Commandant, in charge. This committee cared for baggage and gave aid and information to 173,212 men. Twelve thousand four hundred and forty-six men were sent by the Canteen Department to the City Council Barracks' sleeping quarters at 1721 Arch Street, from January, 1919, to November, 1919.

On May 15, 1919, at the request of the city of Philadelphia, 16,000 men of the 28th Division were given a hot dinner at Shibe Park after their parade, the service being performed by 300 women in 110 minutes.

During the period of activity 17,956 hot meals and 25,481 lunches were served on troop trains at the request of commanding officers, and draftees leaving Philadelphia were provided with a box luncheon at the request of the City Council.

The donations to the service from the auxiliaries and branches in the Southeastern Pennsylvania Chapter amounted to \$20,492.63. Personal cash donations amounted to \$13,401.72. Donations of salaries and wages of employees, telephones, and part equipment for piers and railroad stations amounted to \$31,622.62.

The special donations were headquarters for offices, workrooms, and store-rooms, fully equipped, located at southeast corner of 13th and Locust streets, Philadelphia, three information booths at railroad stations, two canteen huts, and two canteen kitchens.

The Canteen Motor Transportation Corps, Miss Marian K. Johnson, captain in charge, donated the use of cars and services of drivers for the transportation of wounded men, canteen workers and supplies.



Members of the Red Cross Canteen providing lunch for the paraders.

On November 1, 1919, fifty-four auxiliaries and branches, and 1,555 workers of the Canteen Department, went on the reserve to be called out in case of emergency or disaster of any kind.

SHIPPING DEPARTMENT

The duties of this department were to collect and ship all articles and to take care of all transportation required by the Chapter.

The committee had charge of receiving, sorting, packing and shipping clothing for the Belgian relief drive, in March, 1918, and the transportation of the clothing received during the second Belgian relief drive, in October, 1918.

The committee arranged for the collection and shipping of all goods received by the Conservation Committee.

The Volunteer Factory received from the Junior Red Cross, 25,135 refugee garments, and made themselves 18,123 refugee garments, and 4,510 articles of hospital supplies, all of which were transported by the shipping committee.

The Shipping Department took charge of the storing of the equipments of the following base hospitals: Pennsylvania, No. 10; University, No. 20; Jefferson, No. 38; Episcopal, No. 31; and a part of the equipment for Methodist, No. 5; and the Presbyterian Unit. The equipment consisted of 30,000 crates, some of the crates weighing from one to two tons; in all, there were approximately fifty carloads of material, weighing about 300 tons. The equipments were stored, checked and inventoried and turned over to the United States Government when required.

The Shipping Department received, inspected and placed in cases for shipment, 19,723 Christmas packages, to be sent to the troops abroad and at the various cantonments in the United States, during the Christmas season of 1917.

The surgical dressings were packed by the Surgical Dressings Committee, the boxes being transported by the Shipping Committee as directed. The number of surgical dressings forwarded was 6,318,809 in 5,897 boxes.

The Shipping Committee was also charged with the duty of storing and packing all the hospital supplies and knitted goods produced by the Chapter, and for their distribution. This committee also arranged to have in stock at all times sufficient articles readily obtainable for emergencies.

The quantity of hospital garments, supplies and knitted goods received, stored and packed amounted to 1,091,369, divided as follows: Hospital supplies, 111,051; hospital garments, 393,571; and knitted goods, 256,641, shipped in 3,295 cases.

That the Chapter was able to forward all articles promptly after being made and inspected, and that the great work for which the articles were intended, of furnishing relief to our wounded soldiers, was not delayed, was due to the efficient work of the following: Paul Thompson, Chairman, Mrs. J. Gardner Cassatt, Vice-Chairman, Mrs. Albert Lucas, Mrs. William J. Willcox, Miss Gertrude McCall, Mrs. Frank Thorne Patterson, Mrs. Samuel Bispham, Mrs. Edward T. Stotesbury Lewis, Mrs. Howard W. Lewis, Miss Elizabeth N. Cooke, Mrs. William Ellis Scull and Stockton Townsend.

SUPPLY DEPARTMENT

This department, under the direction of Colonel Samuel D. Lit as Chairman, with Mrs. Alfred Stengel as Vice-Chairman, accomplished the following tasks:

Furnished and equipped the headquarters and various departments; purchased stationery, supplies, coal, and superintended all repair work.

Supplied to the auxiliaries, Junior Red Cross, Workrooms and Volunteer Factory, wool, needles, raw materials, cotton for making surgical dressings, hospital and refugee garments, and comfort kits with their contents.

Provided the Motor Corps, Christmas Parcels Committee and Instruction Department with necessary equipment, supplies and insignia.

Furnished with full equipment all emergency hospitals during the influenza epidemic, and disposed of this equipment at its termination.

Sold a large number of Red Cross Christmas calendars.

Ordered all service badges.

Arranged for packing and storing of surplus stock of materials and wool, without charge to the Chapter.

Obtained from the department stores the use of motor trucks for delivery.

Maintained a small force of paid and volunteer workers who were constantly at the service of auxiliaries and others interested in Red Cross activities.

DEPARTMENT OF MENDING SOLDIERS' CLOTHES

When the Quartermaster's Department of the United States Army asked the Red Cross to help with reclamation work—namely, the patching of soldiers' garments, and the sewing on of buttons—a department for mending soldiers' clothes was organized on September 12, 1913, Mrs. Henry D. Paxson, Chairman. This was located at 1122 Walnut Street, where the entire building was taken over for offices, a distributing depot and central workrooms for volunteer labor.

These rooms, under the management of Mrs. Franklin Bache, proved a remarkable success, and thirty women worked there daily. They were also used as an instruction center for the chairmen of branches and auxiliaries. Soldiers who passed and saw the sign came in to have small repairs made, and officers dropped in to have chevrons or service stripes sewed on.

From the Schuylkill Arsenal the department collected all soldiers' clothing which needed mending. The articles were distributed to the branches and auxiliaries and, when finished, were returned again to the arsenal. From September 15th to February 15th the department received and mended 292,169 garments. In addition to these, the arsenal received and delivered several thousand garments directly to auxiliaries.

An artistic poster, made especially for the department by Miss Edith Emerson, was widely distributed through the State in response to requests received from public libraries and schools.

Transportation was an important part of the work, and was handled by volunteer private cars and trucks from the arsenal and Red Cross.

NAVY AUXILIARY

At the request of the Secretary of the Navy, the Navy Auxiliary of the Southeastern Pennsylvania Chapter, American Red Cross, was organized by Mrs. Edward T. Stotesbury in October, 1917 to make knitted garments and supplies for men in the navy and to safeguard their interests in every possible way.

Headquarters were opened at 221 S. 18th Street, and the policy of the



Courtesy of Frank W. Bolder, Stationery Co. of America.

Officers and Members of the Navy Auxiliary on Parade.

organization was shaped by the officers and executive board. Mrs. Alfred M. Gray, the Vice-Chairman, actively directed the work.

On the first day of its existence a committee of men representing 5,000 civilian employees of League Island came to headquarters with a donation of \$1,000 to provide a tobacco fund that would supply "smokes" to American men in foreign waters. Later contributions totaled \$9,600, which fund was administered by Assistant Paymasters Rembert and Kehoe, of the League Island Navy Yard.

Groups of people wishing to work for the navy were formed into sections of the auxiliary. When the armistice was signed the auxiliary included 150 sections, representing 16,000 workers drawn from all sections covered by the Chapter.

The Navy Auxiliary Motor Corps was formed in March, 1917, with thirty-five members under the command of Mrs. Milton Herold. Each member owned and drove her own car and paid the cost of operation.

The chief duty of the corps was the delivery of supplies, but the cars were also placed at the disposal of naval officers for urgent official calls and, whenever possible, cars were supplied to the Home Service Department of the Red Cross, and all the allied war organizations. During the influenza epidemic the members often served fourteen hours a day. The Stonemen's Fellowship offered the use of one of their ambulances to the corps, and this was used to transfer sick men from the ships and Navy Yard to the hospital. The corps likewise transported physicians and nurses and carried food from a district center to families of influenza victims in sections where the epidemic was especially severe.

One motor car was used as a hearse, when none could be procured, and on two occasions, a detail of cars carried soldiers from their barracks to the funeral of a comrade, who otherwise could not have been buried with military honors.

During the epidemic the auxiliary cooperated with the Medical Corps of the Fourth Naval District in opening two emergency hospitals at 18 S. 22d Street and the adjoining building, which were cleaned, renovated and made ready for use in two days.

The Country Club for enlisted men at Fox Chase was opened as a convalescent hospital. The auxiliary supervised the work, and the section of Fox Chase, under Mrs. F. H. Argo, constituted itself the Hospitality Committee.

A Hospital Committee was formed which provided comforts for sick men in all naval hospitals in Philadelphia. Crates of oranges, jellies and ice cream were sent to these hospitals. In addition, 150 daily newspapers were distributed to the patients, and the men were provided with games, victrolas, magazines and picture puzzles.

Coincident with the organization of the auxiliary, workrooms were opened at headquarters, and were maintained under the direction of Mrs. William A. Platt. The wool room, in charge of Mrs. Jules Mastbaum, supervised an output of 73,000 knitted garments, which were made by the sections.

The knitted garments, when inspected, under the direction of Mrs. William Ridpath, were sent direct to Assistant Paymasters Rembert and Kehoe, at the Red Cross Supply Station at League Island Navy Yard. All requests from individuals, from ships, or from adjacent training stations, were promptly filled by these officers. The method of distribution insured prompt action and eliminated duplication.

A Reclamation Department, opened later under Mrs. Joseph Israel for the repair of clothing, reclaimed more than 1,000 garments for the government.

In May a sewing room, under the direction of the Navy section, was opened at headquarters, and 2,538 hospital garments were made. In October a surgical dressings room was opened; 6,589 miscellaneous articles were made. A special department for comfort kits turned out 1,000 completed bags and "housewives."

The armistice found the auxiliary members preparing Christmas packages for men in foreign waters. More than 7,800 boxes were shipped to Brest, France, Guantanamo Bay and Cuba, filled with socks, candy, tobacco and Christmas cards.

The Navy Auxiliary was the only organization of this character in Philadelphia, where some 50,000 sailors were continuously located. In fulfilling its purpose to safeguard the navy interests, it constantly gave advice and assistance to the sailors in their personal affairs.

The personnel of the auxiliary included the following members: Mrs. E. T. Stotesbury, Chairman; Mrs. Alfred M. Gray, Vice-Chairman; Mrs. John Gribbel, treasurer, and Miss Julia Rush, secretary. The committee chairmen were: Mrs. George Fales Baker, Miss Julia Berwind, Mrs. Ellis Gimbel, Mrs. Milton Herold, Mrs. Samuel Lit, Mrs. Jules Mastbaum, Mrs. William A. Platt, Miss Caroline Sinkler, Mrs. Joseph Snellenburg and Mrs. George W. Urquhart. Lieutenant-Commander F. R. Payne was the naval aide.

VOLUNTEER FACTORY

On February 28, 1918, Red Cross Factory Service No. 1 came into existence. A two months' test was ordered by the Chapter to determine whether the production of refugee garments on a factory basis was entirely satisfactory. Recognition and approval were accorded before the eight weeks expired. The enormous

gain in production and the saving in time and labor proved the advantages of the factory method and the power machines.

The factory was established at 1315 Market Street, with Mrs. Grenville D. Montgomery in charge. The leading merchants and manufacturers of the city donated the entire equipment, furniture, machinery, motor power, light, and even the time clock. John Wanamaker gave the floor space for the factory, rent free. Two floors were used. Thirty-eight electrical power machines lined the center of one floor.

Shelves and bins were provided for work in different stages of completion. There were long tables for cutting and assembling garments, and storage closets were loaded with bales of uncut material.

The women came in hundreds. The factory opened with two shifts daily, lasting three hours each. During the next week evening shifts were arranged on Tuesdays and Thursdays to accommodate experienced operators, who volunteered their services, despite a day's driving work in their own factories.

Originally it was planned to handle refugee garments only, but in July these were laid aside because of the immediate need for surgeons' operating gowns. In response to this "hurry call" 1,510 were made.

From the opening day until January 9, 1919, the factory production, including the operating gowns, totaled 22,933 completed garments.

Twenty-four thousand six hundred and twenty garments were cut for the factory and an additional 650 for the division.

The work was augmented by the opening of a receiving station for the work of the Junior Red Cross, which was added to the above production. Many of these articles were sent by various high schools, where the students responded enthusiastically to the call for volunteers. From this source alone a total of 25,135 garments was received up to January 1st. Of this number 22,288 were inspected, packed and shipped.

Mrs. Montgomery was aided in her work by many efficient helpers, who acted as assemblers, instructors and inspectors. Among them were Mrs. James Newlin, Mrs. E. S. Briggs, Miss Frances Crawford and Mrs. Eavenson.

MOTOR CORPS

The Motor Corps of the Chapter began work on June 25, 1918, at the time the rush of government production was at its height. There were 103 women volunteers in the corps, all owning and operating their own cars. Primarily, the corps had been taken over to facilitate Red Cross work by quick and economical transportation. Special service was rendered to the Canteen Department, which handled wounded soldiers returning from overseas.

At the outset, however, the cars were placed at the disposal of government officials, to whom time was valuable, and the corps members acted as chauffeurs for members of the Secret Service, the Ordnance and the Quartermaster's Departments.

In six months the corps filled 2,373 calls. The total mileage was 69,918. There were 370 stretcher "cases" handled by the corps, and the members assisted at all embarkations and debarkations at the port of Philadelphia.

An ambulance service was organized with nine ambulances. During the influenza epidemic these were kept busy night and day, and were driven only by



Photo by L. R. Snow.

Motor Messenger Corps.

members of the corps. On September 23th, another ambulance was presented by the pupils of Miss Wright's School, and the new vehicle was used immediately for emergency work.

All women drivers of Motor Corps ambulances were trained in first aid and military stretcher drill, and had to have mechanical certificates, chauffeurs' licenses and health certificates.

The work of the Canteen Department became especially heavy with the arrival of many men wounded in the war. A truck was obtained and two others were given to the corps. It became necessary to establish a night service to answer emergency calls.

The officers of the corps were: Mrs. Thomas Langdon Elwyn, Captain; Miss Helen Dougherty, Adjutant; Mrs. W. Morgan Churchman, Quartermaster; Mrs. Nathaniel Knowles, Mrs. Sidney Thayer, Mrs. Norman P. Sloan, Mrs. J. Somers Rhodes, Mrs. George Dallas Dixon, Jr., Mrs. I. M. Loughhead, Miss Madeline Asbury, First Lieutenants; Mrs. Nelson Warwick, Mrs. Stevenson Crothers, Mrs. Spencer K. Mulford, Mrs. Ralph C. Scott, Mrs. S. Leonard Kent, Jr., Second Lieutenants.

JUNIOR RED CROSS

When President Wilson proclaimed a junior membership in the American Red Cross on September 15, 1917, the opportunity to foster a spirit of service among the children and to permit them to translate it into terms of activity was

recognized and encouraged by school officials. Henry J. Gideon, a member of the Department of Superintendence of Philadelphia Public Schools, and officially in charge of the Bureau of Compulsory Education, became chairman of the department.

Individual memberships were not required nor received from pupils. The membership unit was the school itself or the school district. When a public, parochial or private school fulfilled the necessary requirements and joined the Junior Red Cross all the boys and girls automatically became members.

Shortly after the establishment of the Volunteer Factory, at 1345 Market Street, a receiving station was opened for the products of the Junior Red Cross. Between February, 1918, and the first of 1919, 25,135 garments were received and 22,233 were inspected and packed and shipped.

William C. Ash, director of Vocational Education, Philadelphia Public Schools, reported the following list of articles made by the schools in the Southeastern Pennsylvania Chapter: 8 eight-foot tables, 11 six-foot tables, 33 benches, 10 tabourets, 25 folding tables, 10 ink wells, 200 tableware chests, 100 plain bread-boards, 100 folding bread-boards, 5,000 veneer splints (12 to package), 21 drawing boards; a total of 5,521.

Three thousand nine hundred and thirty waterproof cases were completed, and the entire output was turned into the factory before the end of the winter school term.

Miss Alice L. Keech, supervisor of Domestic Art, Philadelphia Public Schools, had oversight of the making of hospital garments and supplies and refugee garments.

DISASTER RELIEF AND INFLUENZA EPIDEMIC

In the pre-war days of the Red Cross the Department of Disaster Relief was one of the two important sections into which the national work was divided. When the Chapter came to be organized in March, 1916, there was appointed a committee, with Theodore J. Lewis as Chairman, on the subject of Disaster Relief. This committee had but little to do until the influenza made its appearance in the fall of 1918. At this time a new committee was in process of organization under the leadership of John C. Bell, Chairman; Dr. George H. Meeker, Vice-Chairman; Joseph E. Widener, Treasurer; John Hilder, Secretary.

The committee took immediate action, and Emergency Hospital No. 2, as it was called, was completely furnished within forty-eight hours in the Medico-Chirurgical Hospital, a building which had been temporarily vacated because of the building operations on the new Parkway. The hospital and all its furnishings were placed at the disposal of the committee by the University of Pennsylvania. They, in turn, offered it to the Mayor of Philadelphia and to the Director of Public Health on behalf of the Red Cross. The offer was gratefully accepted, and the building was equipped for \$11,193.19. The contribution was of inestimable value. Ordinary agencies were entirely unprepared to cope with the pestilence, which caused hundreds of deaths each day, and piled up a mortality record of 13,000 for Philadelphia.

Conditions were aggravated by the scarcity of physicians and nurses. War service had depleted their ranks, and those who undertook to answer the many calls were soon weakened by fatigue and succumbed to the epidemic.

On Wednesday, October 9th, just three days after a committee meeting had been held to discuss relief methods, the hospital opened its doors. There were 200 beds, and the staff included a force of 270 persons, the majority of whom were volunteers. Miss Anna Rogers, supervisor of the Department of Instruction, acted as superintendent. All patients were treated without charge, and the institution saved scores of lives by providing care that was almost impossible to obtain otherwise in view of the prevailing conditions.

Operating expenses to cover the cost of food, drugs, wages, light and heat for Emergency Hospital No. 2 totaled \$11,338.81. The cost of equipment and maintenance was \$25,827.80, and operations were concluded finally on Saturday, November 16, 1918, twelve days after the last patients had been discharged.

During the influenza epidemic of 1918, the members of the Red Cross at home were courageous and zealous in fighting the mysterious disease. They scrubbed floors, nursed the sick, fed the hungry, comforted the dying, and performed, with gentle hands, the last rites for those who died among strangers.

At Chapter headquarters, thickly piled reports from chairmen of the departments, branches, auxiliaries, organizations in the counties and the small groups in churches and schools tell of the tireless work done. Some chairmen report with sorrow the death of workers who contracted the disease while nursing.

For the greater part, however, the work was done "unofficially," without mention—often without recognition—by men and women eager to help. The money expended in fighting the plague and the supplies furnished by the South-eastern Pennsylvania Chapter totaled \$100,000.

Inside of forty-eight hours, the United Service Club, on S. 22d Street, and the adjoining building were transformed into an emergency hospital, under the direction of the Navy Auxiliary. Similar dispatch was used at Bryn Mawr, where, within three days, an old inn was completely equipped; and at Kennett Square, where an academy in bad repair was made ready in twenty-four hours for occupancy. Wherever an emergency hospital was needed, the same speed characterized the work, and in all, there were thirty-two established. Altogether help was extended to sixty-seven regular and emergency hospitals.

EMERGENCY CORPS

Originally the Emergency Corps was under the direction of Dr. William R. Nicholson. In May, 1918, when he was unable to remain in anything but an advisory capacity, Dr. Mercedes A. Roberts became director.

The records of the corps show a large amount of service rendered in the community which was outside of Red Cross activities, but which might properly be termed disaster relief.

The directors of the Free Library of Philadelphia loaned the 65th Street and Haverford Avenue branch for the lectures, quizzes and practical demonstrations in dietetics which Dr. Roberts gave each Tuesday. The sessions ended with an army drill. Arrangements were made to admit the young women to the West Philadelphia Homeopathic Hospital as substitute nurses and helpers in the clinics, and they each averaged six hours a week.

When the epidemic came, members of the corps left their places of employment and went into Emergency Hospital No. 2, on the Parkway. Those whose

employers insisted on part time worked from four in the afternoon until midnight in the hospital. Others went on duty from 11 p.m. until 6 a.m.

The Emergency Corps had an ambulance, the gift of the Chapter, which was housed at 63d Street and Girard Avenue.

DEPARTMENT OF CONSERVATION

The Conservation Department was established October 3, 1918, to collect certain materials which the government deemed essential for war activities. This department was under the direction of the following committee: C. Hartman Kuhn, Chairman, Samuel Bell, Jr., Edward Hsley, W. Hinckle Smith, Paul Thompson, T. R. Tunis.

The work moved with such rapidity that the first carload, containing 27,500 pounds of peach and prune stones, sent to the Gas Defense Division, U. S. A., at Astoria, N. Y., was acknowledged by them as the first shipment received from any Red Cross Chapter.

By November 19th the total shipments reached 97,100 pounds of fruit pits and nutshells. Further collections were checked by the signing of the armistice. Between 300 and 100 pounds of lead and tin-foil on hand at that time were sold, and the proceeds turned over to the Chapter.

The first metal donation, oddly enough, was a silver medal struck off in commemoration of the fifteenth anniversary of the former Kaiser's wedding.

Through the courtesy of the United Gas Improvement Company and the Stedman Bent Company, truck service was supplied to the department at cost. The Armory Board furnished storage space in the basement of the Squadron Armory at 32d Street and Lancaster Avenue.

BELGIAN CLOTHING RELIEF COMMITTEE

The Belgian Clothing Relief Committee had its beginnings in calamity, when calls for help from Belgium came to America. In March and September, 1918, two campaigns for the collection of clothing for the people of the devastated country were made. More than 167 tons were shipped abroad.

Mrs. J. Gardner Cassatt was Chairman of the March Committee, which included Mrs. Albert Lucas, Mrs. Bayard Henry, Paul Thompson, Stockton Townsend, Miss Elizabeth N. Cooke, Mrs. Horace Brock, Mrs. Edward S. Lewis, Miss Bryce, Miss Gertrude McCall, Mrs. W. J. Willcox, and Miss Elizabeth Washington.

G. Heide Norris was Chairman of the September Committee, which included Mrs. Bayard Henry, Mrs. J. Gardner Cassatt, Paul Thompson and Stockton Townsend.

CHRISTMAS PACKAGE DEPARTMENT

The government plan for sending Christmas parcels through the Red Cross to soldiers and war workers overseas was put into operation on November 1, 1918, when a committee on Christmas parcels was appointed, with Livingston E. Jones as Chairman.

Through H. B. Harper, of the Overland-Harper Company, central headquarters were opened at 1627 Arch Street.

More than 75,000 cartons were distributed through the Chapter to the rela-

tives of fighting men and war workers overseas. Each carton was opened and examined to see that the contents complied with the inspection rules. This work was in charge of a special committee, headed by Mrs. Randal Morgan. The packages were weighed, wrapped, sealed and sent to the post office. From then on, the department and military officials overseas were responsible for delivery.

NURSING SURVEY

In spite of handicaps, the Nursing Survey for the Chapter, conducted by Dr. S. Lewis Ziegler, was achieved through a vigorous campaign, and 2,300 nurses and 190 midwives were registered. Sixty-nine hundred questionnaires were issued, and 900 clergymen were asked to announce the survey. Circulars were sent to 1,500 physicians.

DEPARTMENT OF ACCOUNTS AND RECORDS

With monthly disbursements of \$130,000 and the compilation of a mass of records listing names of more than 500,000 members, the Department of Accounts and Records had a most important part in the functioning of the Chapter. The most insignificant item in the Chapter's huge flow of financial transactions was recorded. The expenditure of every dollar was checked. The purchase of each yard of material was noted. Financial reports from the branches and auxiliaries were collected.

The first Chairman of this department was C. H. Krumbhaar, Jr., who was succeeded by Marshall S. Morgan. Livingston E. Jones was the Vice-Chairman of the committee.

BUREAU OF COMMUNICATIONS

A welfare message sent by a civilian in Philadelphia to a relative in Germany marked the opening of the Bureau of Communications on May 10, 1918. This department forwarded communications to persons living in enemy countries and received and distributed answers. It also handled inquiries about prisoners and the non-receipt of soldiers' mail, as well as casualty reports.

Three hundred and seven persons were advised how to send money and packages to those in service. The Bureau forwarded 730 communications to Austria-Hungary, 823 to Germany, 311 to Russia, 25 to Turkey, 9 to Belgium, 12 to Roumania, 2 to Bulgaria, 1 to Italy, 5 to Siberia and 4 to Asia Minor.

Many replies were received, and a great number of unclaimed messages sent from abroad were successfully delivered by the Bureau after the post office had failed to do so.

GENERAL SERVICE BADGES

In recognition of the loyal service given by women and men workers of the Red Cross, certificates were issued carrying with them the right to purchase and wear the Red Cross service badge. For women workers this is a badge with a ribbon bar, and for men it is a button to be worn in the coat lapel.

Awards were made to those who gave minimum service of 300 hours for not less than six months.

Certificates bearing the signatures of the chairman of the Chapter and facsimiles of those of President Wilson, president of the American Red Cross and

Henry P. Davison, chairman of the Red Cross War Council, were issued, "in recognition of service faithfully performed in behalf of the nation and her men at arms."

A total of 3,810 such certificates were awarded.

INFORMATION DEPARTMENT

An Information Department at Chapter headquarters was maintained to answer all questions relating to Red Cross work.

In December, 1917, Mrs. J. Alison Scott was asked to oversee the bureau, and under her direction Mrs. Beauveau Borie, Jr., became actual head of the department, giving virtually all her time to this service.

In one year, 10,000 individuals asked everything from how to trace a man in the army to advice on sweater patterns, and how to get a divorce.

Two-fifths of the visitors were referred to appropriate bureaus and the remainder were given information direct. The department also handled membership enrolments and received donations.

A branch desk, which supplied the same sort of service, was maintained by the Chapter on the first floor of the Wanamaker store.

OFFICERS AND BOARD OF DIRECTORS—1916-1917

OFFICERS

Richard H. Harte, M.D., Chairman (resigned May 11, 1917); E. T. Stotesbury (elected May 31, 1917); Alfred Stengel, M.D., Vice-Chairman; George W. Childs Drexel, Secretary (resigned April 25, 1917); Francis B. Reeves (elected May 7, 1917); C. C. Harrison, Jr., Treasurer.

BOARD OF DIRECTORS

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OFFICERS AND BOARD OF DIRECTORS 1917-1918

OFFICERS

E. T. Stotesbury, Chairman; Mrs. Arthur H. Lea, Vice-Chairman; John Barnes Townsend, Secretary; Thomas S. Gates, Treasurer.

BOARD OF DIRECTORS

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OFFICERS AND BOARD OF DIRECTORS 1913-1919

OFFICERS

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EXECUTIVE COMMITTEE

Charles J. Hatfield, M.D., Mrs. Arthur H. Lea, Livingston E. Jones, Thomas S. Gates, Mrs. Henry C. Boyer, Mrs. Thomas Potter, Jr., Paul Thompson.

BOARD OF DIRECTORS

Mrs. Henry C. Boyer, George T. Butler, James A. G. Campbell, Mrs. J. Gardner Cassatt, Charles W. Churchman, Mrs. George W. Childs Drexel, Samuel S. Fleisher, Joseph R. Grundy, Richard H. Harte, M.D., Mrs. A. D. Hoffer, S. Pemberton Hutchinson, Walter H. Johnson, Mrs. A. A. Lamb, E. J. Moore, Randall Morgan, Mrs. H. S. Prentiss Nichols, Mrs. Thomas Potter, Jr., W. Hinckle Smith, Mrs. E. T. Stotesbury, Paul Thompson, Ernest T. Trigg, James M. Willcox.



Courtesy of Frank W. Ruhler, Stanley Co. of America.

Crowds at Unveiling of the Liberty Statue.

THE EMERGENCY AID OF PENNSYLVANIA

October, 1914—April, 1919.



IN a modern world war, proclamations of neutrality are almost meaningless. The complications of Twentieth Century life necessarily impose war upon all, innocent and guilty, neutral and belligerent, rich and poor—there is no escape.

A realization of this condition was immediate when, in the autumn of 1914, Americans found that, in spite of proclamations, they were involved in the World War, although not fighting. Paralysis of credit closed every stock exchange. Our largest staple crop lost half its value over night. Continued freedom of interchange threatened ruin to the community, financial leaders promptly applied a tourniquet to the arteries of trade to avert death from hemorrhage. This action carried distress through all ramifications of business down to the wage-earner. We were in the war without firing a shot.

Moreover, the war came when business depression already existed, following tariff legislation in 1913. Savings were already spent. Some mills were closed, others were working with reduced forces. Credit contraction closed many more. Unemployment became so widespread as to force itself upon the attention of the whole community. Nor was the problem local. Appeals poured in from every country directly or indirectly involved in the war—notably, from Belgium, France and Serbia.

Such was the situation which confronted the American public in the early autumn of 1914. To meet want at home and abroad, united effort was necessary. The peril at our door and the agony across the sea combined to bring about the formation of the Emergency Aid.

On October 19, 1914, Mrs. Barclay H. Warburton, Mrs. Norman MacLeod, Mrs. George Q. Horwitz, Mrs. John C. Groome, Mrs. William J. Clothier, Mrs. J. Willis Martin, Mrs. Edward K. Rowland, and Mrs. Edward Browning met at Mrs. Warburton's house and resolved "That a Philadelphia Women's Committee be formed to meet the emergencies resulting from the war in Europe, and to devise such relief as may be deemed wise and effective." At a larger meeting, held a few days later at the residence of Mrs. Eli K. Price, the organization was perfected and the name "Emergency Aid Committee" was adopted.

George H. McFadden generously placed his large house, No. 1428 Walnut Street, at the disposal of the Committee, and the headquarters were opened on Friday, October 30th.

Even before the formal opening, contributions began to pour in. The devastation of Belgium made a strong appeal to those who were still enjoying liberty and peace.

The desire of the Committee that independent movements in aid of suffering should affiliate with the Emergency Aid, was quickly realized. The formation

of the Working Committee for Belgian Relief, the French and British Committees, the Home Relief Division, Supply Committee, Committee for Immediate Relief and American Red Cross, Allied Arts Fund, American Woman's War Relief Fund in England and the American Ambulance were organized, followed by the affiliation of all committees formed for European War Relief.

A German Committee, for the relief of Germans and Austrians, was also organized and continued until relations between Germany and the United States became strained.

An Advisory Board of Men, of which Samuel S. Fleisher, George H. McFadden, Effingham B. Morris, George Wharton Pepper, Samuel Rea, Edward T. Stotesbury and Rodman Wanamaker were members, has given much valuable advice to the Executive Committee in matters of importance.

Mrs. Horwitz assumed responsibility for the Department of Publicity. The public gave liberally and expected a detailed report of what was being done. This was made daily, with the hearty cooperation of all newspapers.

EXECUTIVE COMMITTEE

Mrs. Alexander J. Cassatt, Chairman
 Mrs. J. Willis Martin, Vice-Chairman
 Mrs. Cornelius Stevenson, Vice-Chairman
 Mrs. Charles C. Harrison, Vice-Chairman
 Mrs. Edward T. Stotesbury, Vice-Chairman
 Mrs. J. Norman Jackson, Treasurer
 Mrs. Eli K. Price, Recording Secretary
 Mrs. Edward K. Rowland, Corresponding Secretary

ADMINISTRATION OF FUNDS

All overhead expenses were borne by contributions made for that special purpose, which finally developed into a long list of members paying annual dues.

RECEIPTS FOR RELIEF WORK

Money raised in the beginning was by designated contributions and by means of generous publicity in the newspapers. The first "Made in America" Bazaar, in 1914, realized \$58,235.65; the second, in 1916, netted \$93,169.59. On February 12th, 1915, "Self-Sacrifice Day" was observed in Philadelphia, when the public was asked to sacrifice for a day their personal pleasures. There was \$101,639 collected for the relief of the city poor and disbursed by the Home Relief Division.

In 1917, the War Relief Rummage Sale raised \$18,000. After this, money was also obtained through concerts, entertainments, fairs and rummage sales held under the auspices of the separate committees.

Buildings lent to the Emergency Aid were as follows:

<i>Buildings</i>	<i>Occupied by</i>	<i>Lent by</i>
Lincoln Building (Basement)	Home Relief Division	John Wanamaker
1519 Walnut Street	Supply Committee (Sewing Rooms)	Mrs. B. F. Clyde
1524 Walnut Street	Belgian and British Committees	Richard Cadwalader
1522 Walnut Street	Fatherless Children of France	Clement Wainwright
709 Arch Street	French War Relief Committee	Charles M. Lea



The Executive Committee.

1122 Walnut Street.	French War Relief Committee.	Mr. Packard (Pennsylvania Company)
1901 Walnut Street	French War Relief Committee	Roberts' Estate
1336-38 Walnut Street	American Overseas Committee.	Joseph E. Widener
1317 Walnut Street	American Overseas Committee. (Soldiers' and Sailors' Club)	Dr. Charles Hart
1332 Walnut Street	Victory Service Star Committee	Miss Helen Fleisher
1721 Chestnut Street	National Surgical Dressings Com- mittee (Committee of Supplies)	Mrs. B. Frank Clapp
1501 Walnut Street	Emergency Aid Shop	Samuel F. Houston
221 S. 30th Street	Italian Committee (Workrooms).	Frank Rosatto
9th and Walnut Streets....	Trade School for Girls	J. E. Caldwell Company
221 S. 13th Street	Officers' Club.	Mrs. Edward T. Statesbury
1519 Arch Street	Home Relief (Employment Bureau)...	Board of Education

FORM OF COMMITTEE ORGANIZATION

Each Committee took charge of all relief work in connection with the Country for which it assumed responsibility, and activities in connection with these Countries concentrated under the auspices of the Emergency Aid as sub-committees. The chairman of each Committee was appointed by the Chairman of the Emergency Aid, but once formed, these committees acted independently, being responsible for the collection and distribution of all funds, and for the policies which were carried out in so far as the general control was necessary to insure harmonious cooperation.

BRANCHES

The Branches of the Emergency Aid were formed one after another in Philadelphia and Pittsburgh, as well as in various other counties of the State. Mrs. H. S. Prentiss Nichols, in December, 1915, in her letter as Chairman of the Eastern District, State Federation of Pennsylvania Women, to the clubs of the twenty counties in eastern Pennsylvania, suggested and urged that each club form an Emergency Aid branch.

These branches worked in cooperation with all committees for Foreign and Home Relief, giving active assistance whenever called upon. They responded to appeals for medical supplies, clothing and money. They were active in taking part in Liberty Loan Drives, and could be counted on to man booths, help with bazaars, or to respond to sudden calls during periods of epidemic.

The Emergency Aid Council, composed of chairmen of Branches, met on the second Friday of each month with the Executive Committee, when reports of Committees and Branches were presented.

<i>Branch</i>	<i>Chairman</i>
Agnes Irwin Alumne.	Mrs. Charles Platt
Ardmore-Wynnewood Class.....	Mrs. Hutton Kennedy
Altoona Sunshine Society (Emergency Aid Branch)...	Mrs. W. K. Baird
Andrew-Hamilton Unit.....	Miss Janvier
Bedford County Emergency Aid and Branches.....	Miss Jessie B. Barclay
Buffalo Mills Unit	Mrs. George Hillegas
Cumberland Valley Branch.....	Mrs. Ida Doyle
Defiance Unit	Mrs. Harry C. Mellott
Everett Unit	Mrs. D. F. Ashcom
Hopewell Unit	Mrs. Charles Cunningham

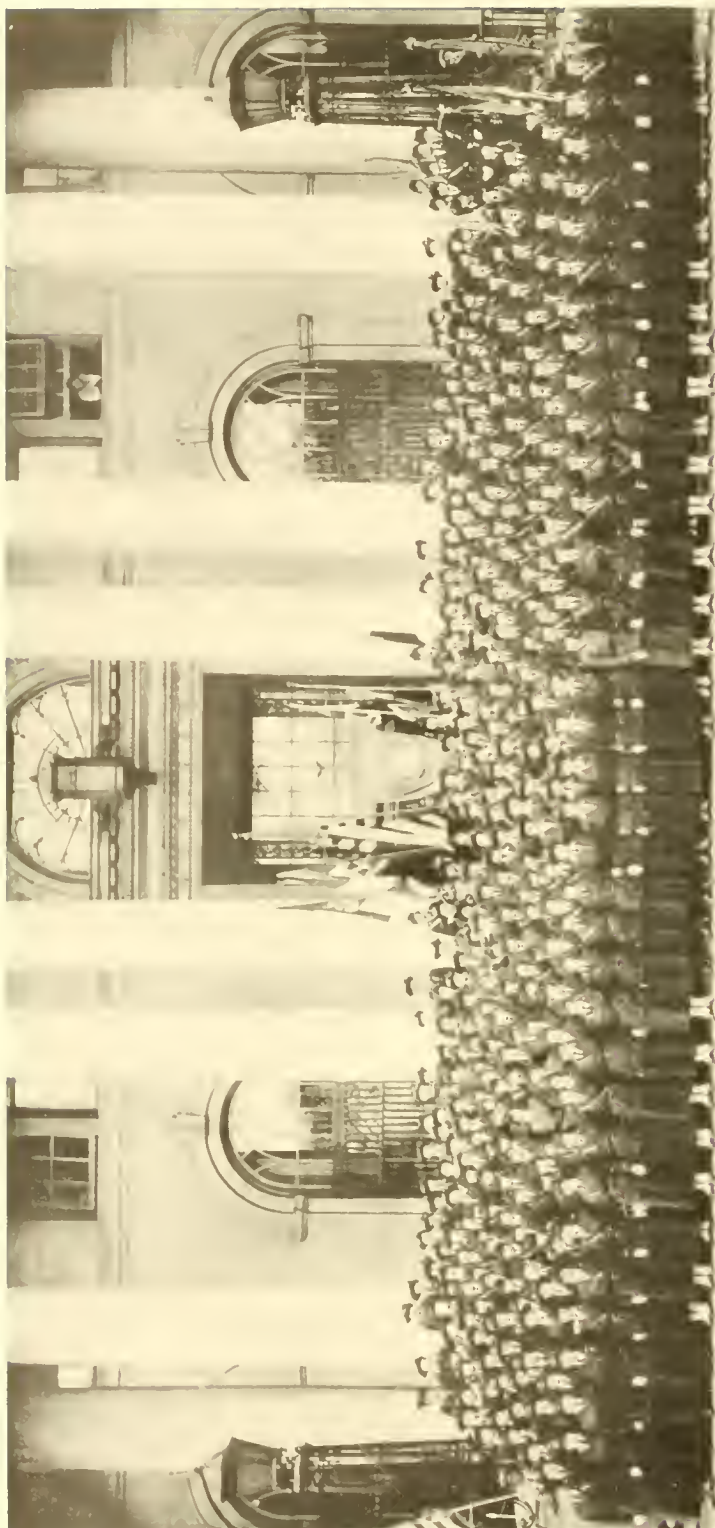


Photo by Bell and Fischer

Officers and Members after participating in the Victory Liberty Loan Parade, April 23, 1919.

Imler Unit	Mrs. Roudalush
King Unit	Mrs. G. R. Shoemaker
Loysburg Unit	Mrs. G. W. Dittmar
Manns Choice Unit	Mrs. Wesley Pleacher
New Enterprise Unit	Mrs. O. S. Kegaris
New Paris Unit	Mrs. H. G. Shoenthal
Osterburg Unit	Mrs. J. P. Imler
New Buena Vista Unit	Mrs. E. C. Kimmel
Friends' Cove Brick Church Unit	Mrs. Clayton Smith
Riddlesburg Unit	Mrs. A. H. Deyo
Rainsburg Unit	Miss Stella Sparks
Schellsburg Unit	Mrs. F. A. Bellas
Six Mile Run Unit	Mrs. W. B. McIntyre
Waterside Unit	Mrs. P. K. Brown
Woodbury Unit.	Mrs. Fannie S. Stayer
Wolfsburg Unit.	Miss Edith Stuckey
Bedford Volunteers (colored)	Mrs. Isabelle Shawley
British-American Class of Germantown	Mrs. W. H. Wignall
Calvary Church Branch, Pittsburgh, Pa.	Mrs. James A. Robinson
Camp Hill Branch	Mrs. Carl Deen
Clarion County Branch	Mrs. J. W. P. Wilkinson
Clarion Unit	Mrs. Edward S. Wilhelm
Rimersburg Unit	Mrs. J. W. Kerr
Chester New Century Club	Mrs. George West
Mrs. Dando's Class	Mrs. T. S. Dando
Downingtown Branch	Mrs. William Potts
Emerson Club Branch	Miss Eliza Bacon
Emilie Branch	Miss Lidle Wilson
Farm Women's Association (Affiliated with Emergency Aid)	Mrs. Frank Black
Fox Chase Branch	Mrs. F. H. Argo
Frankford Branch	Mrs. John W. Moyer
Glassboro Branch	Mrs. Eleanor Townsend
Glen Biddle Branch	Mrs. Horace S. Griffith
Germantown Branch	Mrs. W. B. Gurley
Hathaway-Shakespeare Club Branch	Mrs. W. C. Chambers
Houtzdale Branch.	Mrs. J. Connel
Brisbin Unit	Mrs. E. W. Moyer
Huntingdon County Branch	Mrs. H. C. Chisolm
Alexandria Unit	Mrs. J. Cloyd Corbin
Franklinville Unit	Mrs. Mary W. Newlin
Graysville Unit	Mrs. John Archy
Juniata College Unit	Mrs. Harvey Brumbaugh
Mill Creek Unit	Mrs. W. H. Stonebraker
Petersburg Unit	Mrs. Charles Campbell
Saltillo Unit	Mrs. Harry Fleming
Spruce Creek Valley Unit	Mrs. Richey
Hunting Park Branch	Mrs. Fred Mayer
Holmesburg Branch.	Miss Alma Brown
International Committee, New Century Club	Mrs. Charles Nevin
Jenkintown Branch.	Mrs. Henry M. Fisher
Johnstown Branch	Miss Florence Dibert
Lancaster Branch.	Mrs. John A. Nauman
Logan Branch	Mrs. Morris Gibb
Main Line Branch	Mrs. Charlton Yarnall
Manheim Committee	Mrs. E. E. Denniston
Mercersburg Branch	Mrs. C. F. Fendrick
Fort Loudon Unit	Mrs. William Senseny

Lemaster Unit, . . .
 Welsh Run Unit . . .
 Mount Airy Bandage Class
 Milton Branch . . .
 Morton-Rutledge Branch
 Middletown Branch, . .
 Media Branch
 New Hope Group
 North Philadelphia Branch
 Palethorpe Memorial Branch
 Patriotic Citizens of Falls of Schuylkill
 Pennsylvania Railroad Women's War Relief Division
 (Affiliated with Emergency Aid)
 Pittsburgh Emergency Aid (Overseas Branch)
 Bidley Park Circle
 Somerton Branch
 Stetson Relief Committee,
 Swarthmore Branch
 Stroudsburg Branch
 Upland Branch
 Wallingford Branch
 West Chester-Brandywine Class
 Women's Permanent Emergency Association of Germantown,
 (Affiliated with Emergency Aid) . .
 West Moschannon Branch

Mrs. Guy Zimmerman
 Miss Virginia Bowles
 Mrs. George Henrich
 Miss Sarah Chapin
 Mrs. S. S. Haring
 Mrs. Ira Springer
 Mrs. Wm. Irwin Cheyney
 Mrs. George W. Hanshalter
 Mrs. Walter Nash
 Mrs. L. M. Gross
 Mrs. B. Dobson Altemus
 Mrs. George Dallas Dixon
 Mrs. H. Norton Van Voorhis
 Mrs. E. K. Nelson
 Mrs. A. E. Houseman
 Countess Santa Eulalia
 Mrs. Frederick Calvert
 Mrs. H. McNeill
 Mrs. Arthur M. Conney
 Mrs. Walter Neal
 Miss Christine Biddle
 Mrs. James Starr, Jr.
 Mrs. Andrew Jack

UNIFORMS

As members of the Emergency Aid in carrying out the requirements of its activities were obliged to visit quarters, and open relations where it was necessary to recognize their official connection with the organization, it was found necessary to adopt a uniform which would be at once a protection for the wearer and an introduction when her work carried her among strangers.

For this reason, a blue uniform (coat and skirt), with a light blue collar and tricorn hat, was adopted.

Later, when it was necessary to form the younger members into a group called the Emergency Aid Aides, a slightly different uniform was assigned to them.

A blue cap and apron of suitable material were worn by workers. The Keystone, the emblem of the State, appeared on the collar of the uniform and on the caps of the workroom dress.

SPECIAL ACTIVITIES

At the time of the Halifax disaster, ninety-five (95) carloads of clothing and food supplies, as well as \$20,000 in cash, were collected and delivered within two weeks of the time of the disaster.

The Executive Committee raised \$10,000, which was given to the Y. M. C. A. for a hut in France, which was to bear the Emergency Aid's name.

A dental ambulance was equipped for the use of the 23th Division, during the six months it was encamped at Camp Hancock.

Two rooms were furnished and equipped at the United Service Club, Philadelphia, and kept supplied with the necessary stationery, etc.

A Bureau of Information was established, with the object of informing the

families of returning soldiers as to the time of arrival and place of destination of returning troops.

AGREEMENT WITH AMERICAN RED CROSS

In 1917 an agreement was arrived at between the Emergency Aid and the War Council of the American Red Cross, by which the Emergency Aid was enabled, during the entire duration of the war, to ship tobacco, candy, preserves, and comfort kits for the use of American men overseas to the Soldiers' and Sailors' Clubhouse in Paris. This was of great assistance because of the general policy of the Red Cross, which made it necessary that goods could not be designated.

SOLDIERS' AND SAILORS' CLUB

By proclamation of Governor Brumbaugh, August 10, 1917, the Emergency Aid was made the official agency in Pennsylvania for forwarding comforts and supplies to the Pennsylvania men overseas. Foreign headquarters were therefore established at the American Soldiers' and Sailors' Club, 11 Rue Royale, Paris, with Dean Frederick W. Beekman in charge. Packages for Pennsylvania men were consigned to the Club and were forwarded to the individual men by Dean Beekman.

A letter of appreciation of the work of the Club and of the Emergency Aid's part in its success was received from General Pershing by Dean Beekman in May, 1919.

MOTOR MESSENGERS

The Motor Messenger Service of Philadelphia, which was organized in April, 1917, by Miss Letitia McKim and Mrs. Thomas L. Elwyn, had its office in the Emergency Aid headquarters until July, 1918.

The Motor Service was closely affiliated with the Emergency Aid, and the captain of the service was a member of the Executive Board.

EMERGENCY AID AIDE SERVICE

One of the most efficient and effective departments of the Emergency Aid was the Emergency Aid Aide Service, organized and directed by Mrs. Norman MacLeod. It is difficult to estimate to what extent the services of this group of young women made for the success of the organization, as the members were on call for work of all kinds, and responded willingly and efficiently to all demands made upon them.

WOMAN'S ADVISORY COUNCIL OF THE DEPOT QUARTERMASTER'S CORPS

This committee of which Mrs. Barclay H. Warburton was Chairman, was appointed in June, 1918, for the purpose of assisting the Quartermaster at the Schnykill Arsenal, Reed Street Factory and Inland Arsenal. The Committee had charge of the canteen, reclamation and welfare work.

A large number of women, under the chairmanship of Mrs. Griswold, served lunch to 6,000 employees every day. The Emergency Aid Aides, under the direction of Mrs. MacLeod, worked daily in the different arsenals in the rest rooms, assisting the doctors.

The recruiting office opened by Mrs. Thomas Robins assisted in providing these arsenals with 6,000 employees.

On July 22d, Benedict M. Holden, the Depot Quartermaster, requested that the Woman's Advisory Council take entire charge of the reclamation work for this depot. Two days later the first workroom was opened by the Committee of Supplies of the Emergency Aid, under Mrs. Price, which received 200 overcoats to be mended. This was followed by the opening of fifty-four more workrooms of our own and of other organizations.

The total number of articles mended in the workrooms was 11,631 overcoats, 2,287 uniforms, 5,878 underclothes, making a grand total of 19,799 garments.

The reclamation work of the Red Cross through the State was also under the supervision of the committee, and the total number of garments finished by all organizations amounted to 71,381.

EMERGENCY AID'S PART IN CELEBRATION OF RETURN OF 23TH DIVISION

Mrs. Barclay Warburton, then Acting President of the Emergency Aid, was Chairman of the Woman's Welcome Home Committee, with which all women's war relief organizations in Philadelphia cooperated.

The Emergency Aid, represented by Mrs. Hutton Kennedy, was in charge of the seven First Aid stations located along the line of march of the parade, each station being manned by an Emergency Aid woman in charge, a doctor, city nurse, Warden attendant, and Emergency Aid Aide nurse.

The Emergency Aid Aide Motor Corps provided from forty to sixty motors for transporting wounded soldiers in the parade, most of these cars being driven by Emergency Aid Aides.

The headquarters at 1128 Walnut Street were open as rest rooms for the use of the many out-of-town visitors on the day of the celebration.

GENERAL PERSHING THANKS EMERGENCY AID

At the time of General Pershing's visit to Philadelphia, September 12, 1919, uniformed members of the Emergency Aid and Emergency Aid Aide Service marched in a body to Independence Square, where they formed a Squad of Honor at the planting of a tree by the General.

After the tree planting ceremony, General Pershing turned to the Emergency Aid women and thanked them for their war service. At the General's request a group of Emergency Aid Aides accompanied him as a guard of honor to the station.

DISTINGUISHED GUESTS OF EMERGENCY AID

During the stay of His Grace, the Archbishop of York, in Philadelphia, March, 1918, a mass meeting was held at the Academy of Music under the auspices of the Emergency Aid, when the Archbishop spoke to a large number of women, bringing them a war message from the women of England.

In September, 1919, Cardinal Mercier was tendered a reception at the Emergency Aid Headquarters by the Belgian Committee.

On October 27, 1919, King Albert, and Queen Elizabeth, of Belgium, accom-

panied by the Duke of Brabant, visited the Emergency Aid Headquarters and were guests of the Belgian Committee.

Prince and Princess Lubomirski, newly appointed Ambassador and Ambassadress from Poland, were the guests of Mrs. von Moschzisker at the Emergency Aid Headquarters on the afternoon of Monday, April 12, 1920.

Among the Committees and Associated Committees of the Emergency Aid were:

ALLIED ARTS COMMITTEE

One of the first committees organized was the Allied Arts Committee, of which Mrs. Edward K. Rowland was Chairman. The object of the committee was to send money and needed supplies to the many artists in Europe, who on account of the war were suffering and in dire need. A total of \$6,000 was forwarded for this work by the Allied Arts Committee.

AMERICANIZATION COMMITTEE

This Committee was organized in the spring of 1918; Mrs. Edward K. Rowland, Chairman. The committee began with a campaign of educational propaganda through recreation centers, aiming to reach those classes and districts of the community that were most easily influenced by disloyal rumor, and where the foreign population predominated.

A patriotic program was arranged at Starr Garden on July 1, 1918, when a large crowd attended a successful meeting. On July 19th and 26th, meetings were held at playgrounds in Polish districts; on August 2d a meeting in a German district was held; on August 9th the attendance was of Italians, and on August 16th, 30th, and September 6th, the attendance was of various nationalities.

Feeling that the Emergency Aid should undertake some definite patriotic appeal, the Americanization Committee issued and distributed "Loyalty" posters through the City and State, which were endorsed by State and Federal organizations.

AMERICAN AMBULANCE HOSPITAL COMMITTEE

AFTERWARDS

AMERICAN RED CROSS MILITARY HOSPITAL No. 1

OFFICERS

Mrs. George Wharton Pepper	.....	Chairman
Miss Edith Howe	{	..... Secretaries
Miss Jeannetta M. Moore		
Mrs. T. Cuyler Patterson	.....	Treasurer
Mrs. William J. Willcox	.....	Chairman of Surgical Dressings
Mrs. Robert W. Lesley	.....	Chairman for Nurses' Rest Fund

The American Ambulance was started early in October, 1914, in response to a cable from Dr. Joseph Blake, asking that surgical supplies, rubber and woolen goods be sent him.

The Chairman, Mrs. Pepper, asked Dr. J. William White to help, and it was decided to form a committee of men and women in addition to the women's committee. By a special arrangement in 1917, after the hospital was taken over by the Red Cross, all funds were sent to Colonel James P. Hutchinson.

The committee sent cases of supplies consisting of gauze, rubber goods of all kinds, and woolen articles; they also established the six Philadelphia wards. One entire ward of ten beds was given by the Baldwin School at Bryn Mawr, Pa., in memory of "Elizabeth Nicholl Hill." Eighty-eight beds in all were endowed. Large numbers of Ford ambulances were sent over for the Field Service and for the Paris Service, also one large truck.

When coal was very scarce, the entire hospital was kept heated for one week by coal shipped by this committee. Only the difficulty of shipping prevented the continuance of this plan.

Money was sent for the Nurses' Rest Fund, for operating cars, for transportation of doctors, and for artificial legs.

LIST OF WARDS AND BEDS ENDOWED FROM PHILADELPHIA

<i>Name of Bed</i>	<i>Endowed By</i>
Hill, Elizabeth Nicholl (Ward, 10 beds), In Memory)	The Baldwin School, Bryn Mawr, Pa.
University of Pennsylvania (Ward, 12 beds)	
Biddle, Dr. Thomas (In Memory) (2 beds),	Miss Emily Biddle
Brock, Mrs. Robert C. H.	Mrs. Robert C. H. Brock
Binney, Josephine Young	Mrs. George Biddle
Bromley, Joseph H.	Joseph H. Bromley
Cassatt, Mrs. A. J.	Mrs. A. J. Cassatt
Cassatt Bed, The	Robert K. Cassatt
Chandler, Percy M.	Percy M. Chandler
Coxe, Mrs. Eckley B.	Mrs. Eckley B. Coxe
Coxe, Henry B.	Henry B. Coxe
Develin, James A.	James A. Develin
Dolan, Mrs. Thomas J.	Mr. and Mrs. Thomas J. Dolan
Doylestown Hed Gross	Mrs. William Mercer
Drifton Bed, The,	Mrs. Charles B. Coxe
"Esculapuis",	Dr. Thomas Biddle
Flagg, Adelaide Gordon	Mrs. Stanley G. Flagg, Jr.
E. A. G., In Memory of	Hon. John M. Gest
Gest, William P., ...	Miss Mary K. Gibson
Emergency Aid, The (4 beds)	Emergency Aid of Pennsylvania (Ambulance Committee)
Emergency Aid Aides, The	Emergency Aid Aides of the Emergency Aid of Pennsylvania
Hutchinson, Major James P.	Emergency Aid of Pennsylvania (Ambulance Committee)
Hathaway, Nathaniel (In Memory)	Mrs. Nathaniel Hathaway and Children
Irwin, Agnes, Memorial Bed (2 beds)	Mrs. John K. Mitchell
Junior League Bed	Ambulance Committee of the Emergency Aid of Pennsylvania
Lea, Henry C.	Miss Nina Lea
Lea, Mrs. Henry C.	Miss Nina Lea
LeFevre Bed, The	Mrs. John Scott
Lewis, Anna Elizabeth	Miss Anna S. Lewis
Littleton, William E.	Mrs. Frank T. Griswold
Lea, Mr. and Mrs. Arthur H. (2 beds)	Mr. and Mrs. Arthur H. Lea
L. M. B.	Hon. John M. Gest
McCrea, James	Mrs. James McCrea
Merchant, Lieutenant-Commander Clarke (In Memory) ...	Mrs. Powell Evans

Miller, Mrs. Benjamin	Mrs. Benjamin Miller
Mitchell, Dr. S. Weir...	Mrs. John K. Mitchell
Morgan, Mary N. (In Memory)	Mrs. Graham Dougherty, Miss Elizabeth Frazer, and Persifor Frazer, Jr.
Mother's Love, A....	Mrs. Joseph S. Clark
Munn, Mary Paul.....	Mrs. Charles Munn
J. S. N. and T. A. N. (In Memory)	Mrs. E. Walter Clark
Newbold, Anna B. (In Memory)	Clement B. Newbold
Newbold, Mary Scott (In Memory)	Clement B. Newbold
New Century Club.....	New Century Club
Overbrook, Pennsylvania	Anonymous
Penn, William.....	Ambulance Committee of the Emergency Aid of Pennsylvania
Perot, Rebecca C. (In Memory)	Mr. J. M. Perot
Plastic Club, The.....	The Plastic Club of Philadelphia
Prince of Peace.....	Mrs. J. Ogden Hoffman
Radnor Bed, The.....	Mrs. Frank T. Griswold
St. Clements' Red Cross Auxiliary	St. Clements' Church Auxiliary
Santee, Eugene I. (In Memory)	Miss Mary E. Santee
Scott, Dr. J. Alison (In Memory)	George Wharton Pepper
Stauffer, Celeste Bonford.....	William Stauffer
Scull, David E. (In Memory) (2 beds)	William Ellis Scull
Thorn, Isaac B. (In Memory)..... and	Mrs. Mary Thorn
Thorn, Augusta C. (In Memory)...	Mrs. Mary Thorn
M. L. T., Whitmarsh, Pennsylvania...	Miss Olive Pardee
Urquhart Auxiliary of the Southeastern Chapter of the American Red Cross.....	Red Cross, Philadelphia, Pa.
Wayne Branch of the Red Cross...	Mrs. C. C. Harrison
White, In Memory of Dr. J. William	Mrs. J. William White
White, In Memory of Dr. J. William	Ambulance Committee of the Emergency Aid of Pennsylvania

AMERICAN OVERSEAS COMMITTEE

OFFICERS

Mrs. Walter S. Thomson, Chairman.....	1917-1918
Mrs. William G. Warden, Chairman.....	1918-1920
Mrs. Edward Browning...	Treasurer

SUB-COMMITTEES

Mrs. William G. Warden.....	Tobacco Committee
Mrs. William J. Clothier.....	Jam and Chocolate Committee
Mrs. Trenchard E. Newbold.....	Home Service Committee
Mrs. Dobson Altemus.....	Ways and Means
Mrs. John C. Norris.....	Service Wool Shop
Mrs. Norris S. Barratt.....	Service Star Committee

The committee was organized July 26, 1917 by Mrs. Edward K. Rowland.

Purpose—To supply our men overseas with tobacco, jam, chocolate and comfort kits.

GOVERNOR BRUMBAUGH'S PROCLAMATION

Whereas, The Emergency Aid of Pennsylvania has demonstrated its unselfish and patriotic service to our citizenry in need; and

Whereas, By application and cooperation with the State Committee of Public Safety the Emergency Aid Association has established its effectiveness throughout the Commonwealth of Pennsylvania; and

Whereas, This association now volunteers to establish in France and elsewhere suitable centers for the distribution of information, and of supplies to the Pennsylvania soldiers in the Great War, and is properly equipped to do a great service in a most direct and definite way;

Therefore, I, Martin G. Brumbaugh, Governor of the Commonwealth of Pennsylvania, do hereby designate the Pennsylvania Emergency Aid Association as the official agency to receive communications and supplies of all kinds for our soldiers in service abroad, and I call upon and request the people of Pennsylvania to deliver to this association, through its various branches, all supplies that the soldiers may need; and I further request that the people of the Commonwealth make liberal response to this appeal, to the end that our men in the ranks may know by our contributions how loyally we support them, and how generous this great Commonwealth is to those of its own who willingly wage war in defense of national honor and world-wide democracy.

Given under hand and the Great Seal of the State, at the City of Harrisburg, this 10th day of August in the year of our Lord one thousand nine hundred and seventeen, and of the Commonwealth the one hundred and forty-second.

[Great Seal]

By The Governor,

MARTIN G. BRUMBAUGH.

Secretary of the Commonwealth,

CYRUS E. WOODS.

Supplies were sent by the aid of the Red Cross and United States Marine Corps to the Soldiers' and Sailors' Club, Emergency Aid Headquarters, 11 Rue Royale, Paris, and distributed free to the men in the trenches and hospitals as well as at the Club.

TOBACCO FUND

The Tobacco Fund was started July 26, 1917, and from that date to July 1, 1919, when the active work of the committee ended, \$109,131.73 was raised and expended for tobacco and cigarettes. In raising this sum of money, the committee is indebted to every conceivable agency, including schools, clubs, entertainments of all kinds, a melting pot, collections at theaters and all public gatherings, and by the support of all the Philadelphia newspapers, besides the support of the branches of the Emergency Aid in Philadelphia and Pittsburgh.

Although the bulk of the tobacco was shipped overseas, tobacco was supplied to the convalescent hospitals on this side, and the transports arriving in Philadelphia with troops were met down the river by committees on tugboats and supplied with tobacco, cigarettes and chocolate.

CHOCOLATE AND JAM COMMITTEE

This committee was organized in July, 1917. Jam kitchens were started and with contributions of homemade jams and jellies from these kitchens, from Emergency Aid branches, and through church appeals, \$25,000 worth of jams and jellies were shipped in the summer of 1917 and winter of 1918. The Pittsburgh branch gave substantially to this committee; \$18,621.96 were raised for chocolate and jam and sent to the Soldiers' and Sailors' Club in Paris, distributed from there to the front and to the hospitals.

All appeals for chocolate and jam from the convalescent hospitals in this country were answered promptly. All transports docking in Philadelphia were met down the river, and the troops supplied with chocolate. When information could be procured of torpedo boats leaving League Island for service in the North Sea, they were given jam and chocolate.

OVERSEAS CLUB

Through the support of Rodman Wanamaker, the Soldiers' and Sailors' Club, 11 Rue Royal, Emergency Aid Headquarters, Paris, was opened in December, 1917, with Dean and Mrs. Frederick W. Beekman in charge, and a club at Tours was opened in June, 1918, with Captain and Mrs. Amos Tuck French in charge. A secretary was sent to assist Dean Beekman, and was financed by the Overseas Committee. Members in charge wore the Emergency Aid uniform.

The clubs had cafeterias and reading rooms, and all American service men were made welcome, and urged to make the clubs their homes while overseas. Registration files were kept and each man who visited the club signed his name and address (both home and army) and date of visit. One of the most popular features of the Paris Club were the smokers, which were held three times a week, when free cigarettes and tobacco were distributed. Special entertainments were arranged for the men, a large number of celebrated artists giving their services without charge.

Holiday dinners were served free at the Clubs on Christmas and Thanksgiving. On Christmas, 1918, 2,500 men were given a turkey dinner at the Paris Club alone.

A fountain where soda water and Philadelphia ice cream were dispensed, was most popular. Ice cream was also made at the club and supplied to men in hospitals in and near Paris.

Sight-seeing busses, especially arranged for convalescents, were provided to take the men to places of interest in and near Paris.

Both of the clubs were endorsed by General Pershing in a personal letter to Dean Beekman.

PHILADELPHIA SOLDIERS' AND SAILORS' CLUB

Through the generosity of Dr. Charles D. Hart, a Soldiers' and Sailors' Club was opened on November 27, 1918, at 1317 Walnut Street, Philadelphia, and continued its work until March, 1920. Contributions to the Soldiers' and Sailors' Club amounted to \$9,484.45.

SERVICE WOOL SHOP

The Service Wool Shop opened for business January 28, 1918, at 1336 Walnut Street, in the Ritz-Carlton Hotel.

The business was conducted for seventeen months. The sales amounted to \$18,416.22. Profit (gross) \$10,998.50.

This money was used for overhead expenses of the Overseas Committee, and after the signing of the armistice—the upkeep of the Soldiers' and Sailors' Club at 1317 Walnut Street.

SERVICE COMMITTEE

Under this committee, men in the various camps on this side were supplied with gloves, knitted articles, and all supplies for their comfort during the hard winter of 1918.

During the period when the men were being drafted, the Overseas Committee, through its Service Star Committee, worked to combat malicious propaganda by showing moving pictures of the men from the time they left their homes all through their training in the camps, and their daily lives while in the service. These pictures were shown in forty-seven out of fifty-one draft districts, and they reached 35,000 families.

A large quantity of kid vests, cootie jackets, knitted articles, magazines and comfort kits were supplied by the American Overseas Committee for the men overseas.

ARMENIAN RELIEF COMMITTEE

In 1916, a group of women in Germantown, working under Mrs. Fred Perry Powers and Mrs. Robert N. Downs, brought \$2,000 which they had raised for Armenia, to the Emergency Aid Headquarters.

Mrs. George H. Lorimer was then appointed Chairman of the Armenian Committee; Mrs. Fred Perry Powers, Vice-Chairman, and Mrs. Robert N. Downs, Treasurer.

The first public meeting was held in the Garrick Theater, where former Ambassador Morgenthau addressed a large audience and presented the needs of Armenia.

Clothing, knitted articles and money, as well as food, were sent in quantity.

The Committee had a representative in Armenia, Miss Ina Gittings, who was stationed at Tarsus. She sent personal and direct reports on work being done and where supplies were being distributed. Funds were contributed for support of the orphanage and to aid industries in Erivan.

BELGIAN RELIEF COMMITTEE

The Belgian Division was the first foreign committee of the Emergency Aid—organized October, 1911, by Mrs. Charles Gustis Harrison and Mrs. Maurice Heckscher, and immediately commenced aiding the Belgian refugees in Great Britain and the Continent.

During the winter of 1911-1915, the Belgian Division followed the policy of the Emergency Aid, sending only supplies abroad. The Belgian Relief Committee commenced cooperating with the Commission for Relief in Belgium in December, 1914, and continued until the C. B. B. work was over.

In February, 1915, Mrs. Harrison resigned as chairman, Mrs. Bayard Henry was appointed Chairman, Mrs. Adolfo Carlos Munoz, was Treasurer.

To facilitate the development of the Belgian Relief Committee, Mrs. Henry conferred in Washington with the Belgian Minister to the United States, Mr. Havenith, and later with Mr. de Sadeleer, Belgian Minister of State.

The rapid increase of the relief work required more room than could be provided at 1128 Walnut Street. In November, 1915, Mrs. Henry accepted the generous offer of Richard Cadwalader to use the house of the late Dr. and Mrs. S. Weir Mitchell, 1521 Walnut Street, for the work of the committee. This Belgian Relief House was opened December 5, 1915, and the broadening out of many committee activities immediately followed.

To this house came every day, without break or cessation, for the succeeding four years from 1915 to 1920, clothing and money for Belgian relief. These were

all forwarded promptly to the refugees in England and France, to the civilians in uninvaded Belgium, and through the Commission for Relief in Belgium to the people of invaded Belgium, the prisoners in Germany. All the hospital supplies made at "1524" were sent to Dr. Depage for the La Panne Hospital, special gifts of modern equipment were sent to the Belgian hospitals in France at Bon Secours, Rouen, etc.

In 1916, in response to a request from the Duchesse de Vendome (King Albert's Sister), the Committee commenced to support, entirely, the Hôpital de Philadelphie, a convalescent home for Belgian officers, at the Villa Anastasia, Cannes, and completed the work for convalescent officers and men at Cannes in June, 1920. The Committee closely cooperated with Mrs. Carlyon Bellairs, London, helping very materially in the support of the Maternity Home for Belgian Gentlewomen there for three years.

In January, 1917, Mr. Hoover personally asked for the active help of the Committee in the plan then being organized to supply the Belgian children with the supplemental meal, necessary for their existence. The Pennsylvania Committee was the first to respond to Mr. Hoover's appeal, by contributing the needed money to feed the children of the Communes of Houtvenne, Bouvel and Minderhout, Antwerp Province.

In April, 1917, after Baron de Cartier was appointed Belgian minister to the United States, he became the Patron of the Belgian Relief Committee, and took an active personal interest in the work of the Committee, giving all possible diplomatic assistance. When foreign shipping grew difficult—almost impossible—the Belgian minister arranged to have the clothing and supplies from "1524" sent in the same way the Belgian munitions went, so the shipments continued without ceasing until the need for them was over in September, 1919.

Before completing their work, the Belgian Relief Committee decided to create in Belgium a permanent evidence of the sympathy and generosity of the people of Pennsylvania, so they established in 1920 the Pennsylvania Foundation in Antwerp for the care of sick children.

In recognition of the work of the committee, Cardinal Mercier went officially to the Belgian Relief Committee Headquarters on Friday, September 26, 1919, to thank the members of the committee for their work for Belgium.

On Monday, October 27, 1919, their Majesties, the King and Queen of the Belgians held a small audience in the Belgian Relief Committee rooms, 1524 Walnut Street, to express their appreciation for what had been accomplished through the Belgian Relief Committee of the Emergency Aid of Pennsylvania.

PACKING COMMITTEE REPORT

October, 1914—February, 1920

Miss Mabel A. Brice, Chairman
Mrs. Edward A. White
Mrs. Monroe Buckley

From October 1, 1914, to January 1, 1920, 1,273 cases were packed, totaling forty-three tons in bulk and containing 339,833 articles valued at \$405,193.00.

These cases were sent for Belgian Relief to fifty-four addresses in England, France, occupied and uninvaded Belgium and Holland. All cases were accounted for as arriving safely and in good order except three cases lost by submarine torpedo and two cases lost by airplane bomb on dock at Calais.

BRITISH-AMERICAN WAR RELIEF FUND OF PHILADELPHIA

In the autumn of 1911, Sir Arthur and Lady Herbert established the British-American War Relief Fund in New York City, to provide comforts and hospital supplies for the soldiers and sailors of Great Britain and her Allies. From this were organized eighteen branches in various cities of the United States.

The Philadelphia Committee of the British-American War Relief Fund was organized in the autumn of 1915, and became affiliated with the Emergency Aid of Pennsylvania, having its office and workrooms in the Emergency Aid Headquarters.

Mrs. Robert E. Strawbridge was chairman of the Philadelphia Committee, and the other officers were:

Mrs. Charles Wheeler, Jr., Acting Chairman
Mrs. George Stuart Patterson, Vice-Chairman
Miss Elizabeth Tyson, Vice-Chairman
Mrs. Edward Browning, Treasurer
Miss Katherine Palmer, Secretary

During the years 1915, '16, '17 all supplies were shipped through the British-American War Relief Fund Headquarters in New York City to hospitals in England and France.

In 1915 two motor ambulances were donated to the fund, and quantities of hospital supplies, half-worn clothing and new garments were forwarded. A bed in the American Women's War Relief Hospital at Paignton, England, was endowed with funds received during the first three months of the committee's existence.

In 1916 quantities of hospital supplies and garments were forwarded through the New York headquarters of the fund and directly to hospitals in England and France. The sum of \$500.00 was donated to the British-American Booth at the Allied Bazaar in New York.

At the second "Made in America" Bazaar, held by the Emergency Aid in December, 1916, the British-American War Relief Committee had the flower booth, at which \$1,750.75 was raised, this money being used to endow a room in the Officers' Hospital at Lancaster Gate, London.

In May an Allied Ball was given in Philadelphia, the proceeds amounting to \$13,000.

In 1919 surgical supplies, garments and materials in the piece were forwarded to England, France and Siberia. A bed was endowed in the Dreadnought Seaman's Hospital at Greenwich, England, in memory of the gallant seamen of the British Navy, lost in the war.

One thousand dollars was given to Mr. Porter, British Consul in Philadelphia, for the British Patriotic Fund to relieve British soldiers who had gone from Philadelphia.

BRITISH RELIEF COMMITTEE

This Committee was organized October, 1911, under Mrs. E. Burd Grubb, Chairman, and Miss Kate Forrester Robertson, Secretary and Treasurer.

Shipments were consigned to the London depot of the Committee, in care of Brevet Lieutenant-Colonel Theodore Dyke Acland, their representative, who distributed money and supplies to:

Northumberland Fusiliers Convalescent Home, Seton House, Felton, Northumberland
The War Hospital, Princess Christian, Englefield Green, Surrey, England
Red Cross Hospital, Aberystwyth, Cardiganshire, Wales
Lieutenant-Colonel Frederick Browning, Munitions Department, War Office, London
The Shepton Mallet Hospital
Royal Naval Hospital, Shotely
General Hospital, Base M. E. Force, Alexandria, Egypt
King's Lancashire Military Convalescent Hospital, Blackpool
The British Red Cross Society, the Star and Garter, Richmond
Belgravia Workrooms and War Hospital Supply Depot
V. A. S. Hospital, 37 Porchester Terrace, W.
Lady Osler, Oxford
The Mission to Seamen, Marine Villa, Falmouth
Equipment Dept. for Foreign Service, 28 St. Andrews Sq., Edinburgh
Colchester Hospital, Colchester
Princess Christian, Englefield Green, Surrey
King George's Hospital, London
Tooting Military Hospital
St. Dunstan's Hospital for the Blind
Royal Infirmary
Aberdeen Infirmary
Fieve Hospital, Beaushire
Scottish Horse Headquarters, Dunkeld
Mine Sweepers at Cromarty and various East Coast Stations
Salonika Army Hospital
Winereaux Hospital, France
Soissons Hospital
Arc-en-Barrois Hospital, Haute Marne
A large number of regiments on the various British fronts
Various homes and institutions for those who have been injured in the war, both officers and men of all forces and others.

In 1917 the work of the Committee aroused so much interest in England that Princess Christian, His Grace, the Archbishop of York, and Lord and Lady Reading became Patrons of the Committee.

In 1918 Mrs. Arthur E. Newbold became Chairman of the Committee and Mrs. E. Burd Grubb and Miss Kate F. Robertson were appointed Vice-Chairman and Acting Chairman. The sub-committee and classes of the Committee were led by Mrs. Woodville Bohlen, Mrs. Henry Middleton Fisher, Miss Shand, Mrs. Lovatt, Mrs. Lister, Mrs. Wignall and others. The packing and shipping were gifts of Messrs. J. E. Caldwell & Co. and Messrs. Furness Withy & Co.

In 1919, when Miss Robertson went to England to establish the Orphan Fund, Field Marshal Lord Haig was so deeply interested that he became President of the Board of Trustees of the fund and made it a sub-committee of his own great committee, embracing all relief for the care of soldiers and their families.

COLORED WOMEN'S COMMITTEE

In the fall of 1917 a group of colored women of Philadelphia, on learning of the needs of the colored troops in camps in this country, asked permission to organize a branch of the Emergency Aid, through which they might forward supplies to the men of their race in the United States service.

Mrs. Edward Browning and Mrs. W. Howard Pancoast, members of the Executive Committee of the Emergency Aid, acted as Honorary Chairman and Honorary Vice-Chairman. Under their direction, on November 9, 1917, the Southwestern Branch, Chester Branch, and the Patriotic Committee of the Union Baptist Church came into existence. Shortly afterwards, the Shiloah Church Branch, Central Branch of Harrisburg and the Organized Charity Committee were formed.

Money was raised to supply comfort kits, knitted articles, tobacco, baseball outfits, gloves, musical instruments, sheet music for one of the colored bands, a new player piano, and many other necessities. The women also visited families of the service men and reported to the Red Cross any who needed assistance.

The Organized Charity Branch conducted a rest room in the basement of St. Thomas' Church, at 12th and Walnut streets, which they maintained for a year with great success, giving a place in the central part of the city for the colored service men to go for lunch and recreation.

The total receipts of the various units of the committee are as follows:

Southwestern Branch (Mrs. Thomas James, Pres.)	\$2,618.23
Chester Branch (Mrs. Fannie Nicholson, Pres.)	530.51
Patriotic Committee of Union Baptist Church (Mrs. Nancy Douthit, Pres.)	339.39
Central Branch of Harrisburg (Miss Bertha Zedrieks, Pres.)	676.78
Organized Charity Branch (Mrs. S. A. Keen, Pres.)	655.99
Shiloah Baptist Church Branch (Mrs. F. Pollard, Pres.)	125.52
	<hr/> \$5,216.42

COMMITTEE OF SUPPLIES

EXECUTIVE COMMITTEE:

Mrs. Eli K. Price, Chairman
 Mrs. Robert C. Wright, Vice-Chairman
 Miss Catharine H. Dixon, Secretary
 Mrs. Charles S. Starr, Treasurer

Mrs. Henry P. Baily, Miss G. Madeleine Guernsey, Mrs. J. Howard Rhoads, Mrs. Henry B. Robb, Mrs. W. O. Bowland, Mrs. Percy Simpson, Mrs. Hugh I. Wilson.

Established in October, 1911, with the object of supplying cut garments to women who needed work to support their families, the Committee distributed from November 1, 1911, to April 23, 1915, 172,736 garments.

Later the Committee was known as the National Surgical Dressings Committee, with Mrs. Rodman E. Griscom as Chairman. During the years 1915, '16, '17, with the valuable assistance of its branches, it made and distributed to foreign countries dressings and garments amounting to 1,312,591.

In May, 1918, the National Surgical Dressings Committee disbanded and became the Committee of Supplies of the Emergency Aid. Its object is to respond to demands made upon it from hospitals and tuberculosis sanatoriums; to provide outfits of clothing to those tubercular patients going to Mont Alto from the city of Philadelphia, and to make garments of all kinds for the tubercular children in the open-air schools at Mont Alto.

It has, since the above date, made and distributed 189,101 articles.

EMERGENCY AID AIDE SERVICE

The Emergency Aid Aides, a semi-military organization consisting of two hundred and fifty girls, was organized by Mrs. Norman MacLeod, on November 9, 1917, for the purpose of serving in any emergency.

The battalion was in command of a major and consisted of three companies, each under a captain and two lieutenants. Each company reported two days every week making an active daily working force of over eighty girls.

The officers were: Director, Mrs. Norman MacLeod; Major, Miss Gretchen Clay; Captains, Miss Margaret Dunlap, Miss Margaret Berwind, Miss Mary Brown Warburton; Lieutenants: Mrs. H. F. Hansell, Jr., Adjutant; Miss Peggy Thayer, Miss Marys B. Clark, Mrs. C. A. Heckscher Wetherill, Mrs. Wallace Roberts, Miss Sidney Franklin, Miss Margaret Hughes and Miss Agnes Brockie.

During the Liberty Loan Campaigns the Aides assumed entire charge of the central city booths; collected pledges for bonds, and attended to all other matters pertaining to the canvass. They also manned the Central City Booths during the War Saving Stamps Drive. Their sales were as follows: Third Liberty Loan, \$12,060,000; Fourth Liberty Loan, \$7,169,000; Victory Loan, \$10,067,650; Salvation Army Drive, \$48,000.

The Aides assisted daily in the Red Cross Warehouse, Red Cross Factory, and at the Navy House Cafeteria. They served lunch daily in the Schuylkill Arsenal and during the summer of 1918 at the Frankford Arsenal.

The Aides furnished clerical work for the Home Service of the Red Cross and worked daily at three of the local draft boards, also at the college settlement, and assisted in the child labor investigation.

They helped at many sales, and took up collections at theaters conducting benefits for various war reliefs.

Several entered nurses' aides courses in the different hospitals, and worked through the influenza epidemic; others worked in the diet kitchens of the hospitals. During the influenza epidemic many volunteered their services as nurses.

Under the direction of Mrs. MacLeod, the following branches were organized, with a membership of 550: Falls of Schuylkill, Swarthmore, Media, North Philadelphia, Northeast Philadelphia, Logan, Wallingford, Navy League Branch.



Emergency Aid Aides.

The Motor Corps was organized in the fall of 1919, being commanded by a captain and three lieutenants. About ten cars worked daily carrying crippled children to dispensaries and taking wounded soldiers from trains to convalescent hospitals. The Motor Corps also carried doctors, nurses and supplies during the influenza epidemic.

In the parade of the 28th Division, this Corps drove over forty cars carrying wounded soldiers.

The officers of the Corps were: Captain, Miss Kitty Brinton; Lieutenants, Miss Genette Faries, Miss Constance Vauclain, Miss Ethel Thompson and Mrs. William Simpson, 3rd.

JUNIOR BRANCHES OF THE EMERGENCY AID

Mrs. John G. Clark, Chairman.

Andrew Hamilton Unit, Miss Janvier
 Ardmore-Wynnewood Class, Mrs. Ed. Flannery
 Bedford Juniors, Miss Elizabeth Thompson
 Chestnut Hill Branch, Miss Elizabeth Morgan
 Downingtown Juniors, Mrs. William Potts
 Huntington Juniors, Mrs. H. C. Chisohn
 Hunting Park Juniors, Mrs. Grandy
 Little Aiders, Mrs. W. W. Rhoads

Logan Juniors, Miss Flora Mager
 Media Juniors, Mrs. Wm. Irwin Cheyney
 Mercersburg Juniors, Mrs. C. F. Fendrick
 Mill Creek Juniors, Mrs. W. H. Stonebraker
 Morton-Rutledge Juniors, Miss Lemmo
 Philadelphia Branch, Miss Loulie Thomson
 Wolfburg Juniors, Miss Edith Stuckey

The Emergency Aid Juniors consisted of girls between the ages of nine and fourteen years, and the purpose of their organization was to arouse in them a



Photo by H. E. Geissinger.

One of the most Active Branches.

serious interest in the great undertakings brought about by the war. It was organized in many units, each under a definite name, and was self-supporting. The membership of the various units totaled about one thousand children. During the war the children worked on surgical dressings, made garments, comfort pillows, etc., and knitted warm articles for the men in hospitals and at the front.

EMERGENCY AID RESERVE CORPS

Mrs. Frank T. Griswold, Chairman

This committee was composed of women who were willing to respond to every kind of emergency call which came to the organization.

Six captains were appointed by the Chairman, under whom the members of the corps worked. The women were particularly helpful in the work at the canteen conducted at the Schuylkill Arsenal, where they helped daily to serve thousands of women employed by the depot quartermaster of the United States Government. Each morning a government truck came to the Emergency Aid Headquarters, and took a group of twenty or more women to the arsenal to be on duty during the luncheon hours. Before taking up this work, each woman took an oath of loyalty to the United States Government.

During the Liberty Loan, Salvation Army, Y. W. C. A., and other drives, members of the Emergency Aid Reserve Corps manned many central city booths.

EMERGENCY AID SHOP

Miss Mary R. Conover, Chairman

Through the generosity of Samuel F. Houston, an Emergency Aid Shop was conducted at 1501 Walnut Street from March 15, 1918, to April 4, 1919.

Articles from the various Allied countries were on sale, and the proceeds were turned over to the Emergency Aid Committees for their relief work.

The total receipts from sales by the committees amounted to \$12,310.50.

During the summer of 1918, a small shop at Cape May was lent by the Mayor of the town.

FATHERLESS CHILDREN OF FRANCE

The Committee of the Fatherless Children of France was organized December 10, 1915, at the home of Mrs. John Markoe, the following officers being elected:

Chairman, Mrs. John Markoe; Secretary, Mrs. Arthur Biddle; Treasurer, Mrs. Joseph Leidy.

Up to January 1, 1920, five thousand four hundred and ninety children were cared for.

FOOD ECONOMY COMMITTEE

The Food Economy Committee of the Emergency Aid was organized in the spring of 1917, with Mrs. Charles M. Lea as chairman. This committee was the first in the field as an organization to take up the work of food conservation.

In January, 1918, the Food Administrator asked that the Food Economy Committee become an integral part of the Federal Administration. Under this plan, all of the sixty-seven Counties were organized, fifty-eight of which were working in every township, borough and hamlet.

FRENCH WAR RELIEF COMMITTEE

1911.—The French War Relief Committee of the Emergency Aid of Pennsylvania was organized in 1911, with Mrs. Harold E. Yarnall, Chairman, for the "Made in America" Bazaar. The French Committee cleared \$2,600, which formed the nucleus of the fund. Mrs. Yarnall left the city at the beginning of January, 1915, and Mrs. Cornelius Stevenson took her place.

1915.—By the beginning of January, 1916, the receipts had risen to a total of \$90,521. During the year the Committee worked for the French hospitals, assisted by an Advisory Committee composed of Dr. W. W. Keen, the late Dr. J. William White, and Dr. Joseph Leidy. Surgical instruments, supplies, and apparatus to a value of \$16,000 were collected and sent.

In July an urgent request came from Chatalaillon, near La Rochelle, for a surgeon, and Dr. Frank C. Abbott, offered his services. The Committee defrayed his traveling expenses to Chatalaillon and return. Dr. Abbott was later transferred to Vendome. He was placed in charge of fifty surgical patients, besides supervising 500 beds in smaller hospitals in the town. Dr. Abbott was provided by the Committee with \$500 worth of serums and instruments at the start. He was supplied on request with all necessities.

The following year other surgeons were sent over on the same terms: Dr. Reese, Dr. Moore, Dr. David R. Morgan, Dr. F. V. Gowen, Dr. Parke and others.

1916.—By January, 1917, the Committee had collected \$108,413 and hundreds of thousands of bandages and dressings, surgical instruments and much clothing had been forwarded to 250 hospitals. It also forwarded to the Ministry of War large quantities of anesthetics, portable baths, water beds, rubber goods, and other supplies for the army.

1917.—In July it opened a Bureau of Distribution in Paris. Mrs. Rodgers, Miss Hayden, and Miss Richards—the two latter as car drivers—went over to represent the Philadelphia Committee. Mrs. Hayden presented a Ford, and the president and vice-president of the Auto Car Company a truck. The French Government placed at their disposal Bastion No. 55, Boulevard Lannes, and assigned to Philadelphia the care of five communes, later increased to eight, as follows: Villequier-Aumont, Ugné-le-Gay, Frieres, Fallouel, La Neuville, Beaumont, Rouez, and Guyencourt. For a period, nine more communes were added.

The four first-mentioned localities have named their main street "Rue de Philadelphie."

From that time the main work of the Committee was the caring for the unfortunate inhabitants of the invaded regions.

Two portable houses, respectively of six and four rooms, were provided by two of the officers of the Committee, Villequier-Aumont becoming the headquarters on the Aisne of the Philadelphia workers.

1918.—About February 1st, the French Army at that section of the front, was replaced by the British Army, and on March 21st occurred the great German offensive, which for the second time drove everything before it. At that time the Committee in charge of Villequier and the other communes had been reinforced under Mrs. Rodgers, by Miss Ellen Church, trained nurse, and Miss Juliana Wood; Miss Hayden driving alternately the truck and the Ford; while

Miss Wharton, Mrs. Donnell Swan, and Mrs. Work took charge of the Bureau of Distribution in Paris.

It fell to Miss Hayden's lot to evacuate the inhabitants, including the mayor and his family and archives, to Noyon. After the evacuation, Mrs. Rodgers, Miss Church, and Miss Hayden repaired to Compiègne, which was the position of greatest need on the line of defense, and there for days and nights worked incessantly. Miss Hayden's services and those of Miss Church and Mrs. Rodgers were acknowledged officially by Gen. R. Butler, 111th British Corps, before Compiègne.

1918-1919.—On the return of Philadelphia's scattered charges to their ruined homes, they were at once given a tractor, seeds, farm and household implements, cows and other animals, and barnyard fowls; and during the summer of 1919 they not only were able to feed themselves, but raised enough food stuffs to sell to their neighbors. This was mentioned with highest approval and received with applause in the Chamber of Deputies by the representative from the Aisne.

A Committee for the Relief of Tuberculosis in France was formed under the chairmanship of Mrs. Maurice Heckscher, with Dr. Charles J. Hatfield as Vice-Chairman, and Dr. Thomas McCrae, Dr. H. R. M. Landis and others as advisors. They undertook the support of four trained nurses in the District of Tours.

The New Century Club of Wilmington, Del., under the chairmanship of Mrs. Arthur Patterson, sent \$1,150 for the equipment of schools at Villequier and La Neuville.

Mrs. Frederick W. Abbott, President of the *Matinée Musical Club*, undertook the care of Ugny-le-Gay, for which purpose \$10,000 was raised. During the period of exile from their homes, the Committee, as far as possible, followed up its scattered villagers, adding fifty per cent to the government allowance per capita.

The American Committee for Devastated France, with Mrs. Herbert L. Clark as Chairman, was formed to assist with Miss Anne Morgan, and to represent Pennsylvania on her committee. Still active remains the Committee on "Women Victims of the Hun," formed to assist Madame de Sainte-Croix with her tragic work in France, and of which Mrs. Louis Bregy is Chairman.

A balance of funds in the hands of the French committee on April 1st will be applied to another permanent improvement for Villequier-Aumont, where the headquarters of the Committee have been situated since August, 1917.

On January 1, 1920, the total reported by the Treasurer, Mrs. Joseph Leidy, and sent over by the French War Relief of the Emergency Aid, including its sub-committees and Paris Bureau was \$1,514,872.87; \$885,005.17 in cash; and \$629,867.70 in gifts.

To Charles M. Lea, to the William H. Kemble Estate, and to the heirs of the Roberts Estate, thanks are due for the loan of valuable properties during the course of the war.

Officers of the Committee were: Mrs. Cornelius Stevenson, Chairman; Mrs. Edwin S. Baleh, Secretary; Mrs. Francis T. Patterson, Corresponding Secretary; Mrs. Joseph Leidy, Treasurer.

The Sub-Committees were—American Committee for Devastated France: Mrs. Herbert L. Clark, Chairman; American Field Ambulance: Miss Caroline S. Sinkler, Chairman; Anesthetics: Mrs. Norman MacLeod, Chairman; Artificial

Limbs: Mrs. George Wharton Pepper, Chairman; Comfort Packets: Miss Edith M. Peters, Chairman; Food for French Wounded: Miss Ellen Mary Cassatt, Chairman; Fatherless Children of France: Mrs. John Markoe, Chairman; Entertainment: Mrs. Harold E. Yarnall, Chairman; Society of Little Gardens: Mrs. Charles Davis Clark, Chairman; Ice Flotilla and Condensed Milk: Mrs. John B. Thayer, Chairman; Lafayette Kits: Mrs. W. S. Ellis, Chairman; Live Stock Agricultural Implements: Miss Gertrude S. Heckscher, Chairman; Packing: Mrs. Richard S. Edwards, Chairman; Pied a Terre du Marin: Mrs. George Biddle, Chairman; Reconstruction Work: Mrs. L. Willard Rodgers, Chairman; Training in Suitable Trades the Maimed Soldiers of France: Mrs. Edward T. Stotesbury, Chairman; Tuberculous Soldiers and Children of France: Mrs. Maurice Heckscher, Chairman; "Ouvroir" Supplies for French Refugees: Mrs. R. H. Bayard Bowie, Chairman; Ugny-le-Gay, Reconstruction Work: Mrs. Henry Gordon Thunder, Chairman; Women Victims of the Hun: Mrs. Louis Bregy, Chairman.

HOME RELIEF DIVISION

The Home Relief Division, with Mrs. John C. Groome, Chairman, Mrs. J. Willis Martin, Vice-Chairman, and Mrs. Thomas Robins, manager of the office, was one of the first committees to become active. Owing to the labor depression beginning in the fall of 1914, and continuing until the spring of 1915, many Philadelphia families who had formerly been self-supporting and independent suffered from extreme poverty. It was for the relief of these people that the Home Relief Division of the Emergency Aid was formed, and the following statistics show just what was accomplished for their relief by the division during the winter of 1914 to 1915.

A total number of 11,117 cases were relieved. The total number of families aided was 56,176, of which 775 were widows and deserted women. Temporary work was given to 2,046 men and 5,373 women. Positions were found for 3,131 men and 1,792 women.

The labor question had so materially improved by the spring of 1915, that it was decided that the relief work should be discontinued, as the number of applicants had decreased to such an extent that they could be cared for by the permanent charitable organizations.

The employment bureaus for men and women were continued, however, and proved so successful that they have since been taken over by the State, with headquarters at 1519 Arch Street, and have merged into the State Bureau of Employment under the Department of Labor and industry.

Under the chairmanship of Mrs. G. G. Meade Large, and later Mrs. Eli K. Price, the Supply Committee was formed, which fulfilled the double purpose of employing women and girls in need and making garments which could be used for distribution to the destitute in Belgium.

Workrooms for the employment of young women and girls were established all over the city, where the supplies sent from headquarters were made up. These workrooms were under the direction of Mrs. Rodman E. Griscom.

A Committee on Organizing Branches, under Mrs. Edward T. Stotesbury and supported entirely by her, established branch work in fifteen districts, including every ward of the city. These branches investigated cases, dispensed clothing, gave medical assistance, coal and food, when needed. Sewing rooms, under Mrs.



Members of the Stetson Relief Committee.

Griscom, were added to six of these branches; and from the knowledge acquired in these sewing rooms as to the need of trade training, the Philadelphia Trade School for Girls developed.

On the 23d of June, 1916, the Mayor of Philadelphia appointed the Home Relief Division of the Emergency Aid to take charge of distributing the fund raised by the Citizens' Soldiers' Aid Committee for the relief of soldiers' dependents when the guardsmen were called to the Mexican border. The report of the Committee showed that 975 soldiers' dependents had applied for aid. This Committee was the first Home Service Committee in the United States.

Under the chairmanship of Mrs. J. Willis Martin, the After-Care of Infantile Paralysis Cases was started in August, 1916, soon after the dread epidemic became so prevalent in Philadelphia. The work of this Special Committee still continues. Nine hundred and fifty cases were registered with the Committee, and of this number approximately half are closed, including 300 cured, and the remainder either moved to another city, died, or placed in homes.

The Committee provides braces, when the families of the children are unable to bear that expense, and is responsible for the transportation to several of the hospitals of children who have been ordered regular treatment and who otherwise could not get there.

The Philadelphia Trade School for Girls, Miss Helen Fleisher, Chairman, had so definitely demonstrated its practical value to the community in its second

year that various groups interested in the efficiency training for girls joined with it in a united movement to have the Board of Education make it a part of the Public School System. This was done in December, 1917, and the work was continued at 211 S. 9th Street until the Ramsey School was assigned definitely as headquarters for the Trade School.

In January, 1918, when a great shortage of coal existed all over the United States, the Fuel Administration found itself facing a difficult situation in regard to the distribution of coal in small quantities. So great was the suffering caused by the lack of machinery for handling this situation, that the Emergency Aid offered to undertake to investigate urgent cases and distribute wherever the need was immediate. Desks were manned in the Mayor's office; the Motor Messenger Service was requisitioned to carry investigators, and, with the cooperation of the Fuel Administration, all cases of suffering were instantly relieved.

In September, 1918, the Chairman of the Home Relief Division was called to a conference of leading physicians to discuss the approaching epidemic of influenza. The Emergency Aid of Pennsylvania undertook the recruiting of nurses and nurses' aides, and this work was conducted with the cooperation of the Red Cross and the Council of National Defense.

ITALIAN RELIEF COMMITTEE

This Committee (*Comitato pro Italia*) was organized in September, 1915, with Mrs. Benjamin Miller, Chairman, Mrs. George Harrison Fisher and Mrs. Robert B. Haines as Vice-Chairmen, and Miss Mary C. Beath as Secretary. The Committee was inaugurated under the advice of Ambassador and Mrs. Page in Rome, and the Royal Ambassador Count Macchi de Cellere and Countess Dolores de Cellere in Washington, and, during the first two years of the war, was the only one in the United States working solely for Italy.

Through the courtesy of the Italian Government and the Italian steamship lines, the Committee enjoyed unlimited and continuous free shipping privileges. Hospital dressings and supplies, clothing, shoes, surgical and dental instruments, artificial limbs, glass eyes, blankets, rubber goods, Carrel-Dakin machines, anesthetics, yarn and material in bulk were forwarded by the Committee. Special contributions of materials were sent for the workrooms of Mrs. Thomas Nelson Page in Rome and Mrs. Whipple at Bagni de Lucca. Supplies of money were forwarded to the American Hospital for Italian wounded at Florence.

Christmas, 1915, a gift of \$1,511 (10,000 lire) was sent to Queen Elena for her hospitals.

Christmas, 1916, the sum of \$2,500 was forwarded through the Countess de Cellere for the National Fund for Blinded and Disabled Soldiers.

June, 1917, a purse of gold (\$1,000) was presented to the Italian envoys for the Italian orphans by the Chairman of the Committee.

In the fall of 1917, at the time of the fall of Caporetto, large sums of money were cabled and quantities of supplies were forwarded for the refugees.

Six ambulances, at a cost of \$2,500 each, were provided through the American Poets' Ambulance Fund.

In 1918, during the spring drive, \$3,000 was cabled for the sufferers in the Piave. In November, 1918, a Victory Fund of \$8,000 was raised and cabled to Italy to Count Grimani, Mayor of Venice.

In the month of February, 1918, the National Fund for War Orphans of Italy was organized with Mrs. Benjamin Miller, President, and Drexel & Company, Treasurer. To this fund \$148,660.19 has been contributed to date through the Comitato pro Italia of the Emergency Aid.

In April, 1919, Mrs. Miller visited Italy and was received in private audience by her Majesty, the Queen.

The diploma of merit with silver medal was conferred on Mrs. Clara Huston Miller "for distinguished services in war relief work in Italy."

In the winter of 1920, by subscription, a perpetual scholarship in the Woman's Medical College of Philadelphia, for the education of an Italian woman doctor, was established as a testimonial of the gratitude of the Italian residents of Pennsylvania for Mrs. Miller's work for war relief for Italy. It is called the "Clara Huston Miller" scholarship.

The Comitato pro Italia of the Emergency Aid reorganized April 14, 1920, to continue as a supporting committee of the National Fund for War Orphans of Italy, which was started by Mrs. Benjamin Miller, November, 1918, under the patronage of the Royal Italian Ambassador at Washington, and the American Ambassador at Rome. This fund was launched by Mrs. Miller with a personal gift of \$100,000.00.

MONTENEGRIN COMMITTEE

The Montenegrin Committee was organized in January, 1916, to represent the Emergency Aid on the Committee formed by Dr. Charles B. Penrose to raise funds for the suffering Montenegrins at the time when the little kingdom was overrun by invading troops, and the populace was pitiful through lack of food, clothing and medical supplies. Mrs. John C. Groome was Chairman of the Committee.

In recognition of the efforts of the Committee, Queen Milena conferred upon the Chairman the decoration of the Montenegrin Red Cross.

NAVY COMMITTEE

The Navy Committee of the Emergency Aid was organized on July 5, 1918, with Mrs. Edward T. Stotesbury, Chairman, and Mrs. Dobson Altemus, Acting Chairman. The Committee supplied phonographs and records, pianos, pianolas and other musical instruments to a large number of training camps, clubs for enlisted men and government ships. Over \$2,000 was expended for the purchase of phonographs alone. Warm woolen articles were also supplied by the Committee.

Under the auspices of the Navy Committee, a club for Army, Navy and Marine Corps officers was opened in Philadelphia on December 7, 1918.

Mrs. Stotesbury offered the use of the large mansion at 221 S. 18th Street for an officers' club. The building was renovated and remodeled, and was furnished and decorated throughout, Mrs. Stotesbury personally bearing all the expense of equipment and furnishings.

The Army and Navy Officers' Club has been termed the finest of its kind in the United States. The upper floors of the building were devoted to private bedrooms and dormitories, offering accommodations for sixty men, made pleasant by attractive furniture and bright chintz hangings. Shower baths and a well equipped barber shop were conveniently located on the dormitory floor, and a private locker was provided for each man. A fully equipped tailor shop with a competent tailor



Billiard Room - Army and Navy Officers' Club.

was installed in the basement. A library on the second floor had many comfortable chairs and a quantity of books and magazines of all kinds.

The ballroom, card room, billiard room, writing rooms, typewriter rooms, and general office were on the first floor. This office was as complete as any hotel office. The office of Mrs. Altemus, who personally supervised the club, was also on this floor. In the large ballroom weekly dances were given on Wednesday evenings, and the dansants on Saturday afternoons, to which officers invited their friends. Mrs. Altemus was in charge of these dances, and was assisted by members of the Emergency Aid Aide Service. Motion-picture shows and concerts were held Sunday evenings.

A popular feature of the Club was the cafeteria, where excellent luncheons and dinners were served at moderate prices. Mrs. Frank T. Griswold was in charge of the cafeteria, assisted by members of the Emergency Aid Reserve Corps, who served the men in the evenings, and by the Emergency Aid Aides, who were on duty during the luncheon hours. The cafeteria was open to the public for luncheon, while only officers and their friends were served at night.

Many officers of the Allies enjoyed the hospitality of the Club, one of the most distinguished guests being Captain A. F. B. Carpenter, V. C., of H. M. S. *Vindictive*.

When celebrations in honor of the Keystone Division were held in Philadelphia in May, 1919, the hospitality of the club was extended to the officers of the division. By installing cots in the ballrooms and other rooms, sleeping accommodations were provided for 250 officers.



Lounge Room, Army and Naval Officers' Club. Conducted by the Navy Committee.

POLISH RELIEF COMMITTEE

This Committee was organized in February, 1915, by Mrs. Robert von Moschzisker, Chairman; Mrs. Campbell Madeira, Vice-Chairman; Mrs. George Q. Horwitz, Mrs. Norman MacLeod, Secretaries; and Mrs. W. Howard Pancoast, Treasurer.

In May, 1915, a local drive for Polish relief raised several thousand dollars. During the winter of 1916 a Polish opera at the Metropolitan Opera House was attended by Ignace J. Paderewski and Mme. Paderewski. The Committee has cooperated in bazaars, rummage sales, and other efforts to raise funds; the last effort was aided by a visit to Philadelphia of Prince Casimir Lubomirski and Princess Lubomirska, who came to the city at the invitation of the Executive Committee of the Emergency Aid. The total amount was \$212,154.99.

In the beginning the money was sent to Henry Sienkiewicz, head of the Polish Victims' Relief Fund in Switzerland. Afterward, money was sent to the headquarters of the same fund in New York, and contributions were made to several other Polish bodies, including Mr. Hoover's American Commission to Feed Starving Children of Poland.

Contributions have been made directly to the Polish Army, raised in this country during the war, when these forces were encamped at Fort Niagara, and numerous shipments of clothing, tobacco and other comforts were sent to the encampment. Many boxes containing clothing, hospital supplies, etc., have been shipped to the Polish refugees in France and to the children's homes under the care of Miss Alma-Tadema in England.

The several Philadelphia committees of American citizens of Polish extraction, with whom the Polish Committee has cooperated, have sent a large part of their contributions to the Polish National Department at Chicago. The Polish Committee of the Emergency Aid has at all times cooperated with the Central Citizens' Polish Committee of Philadelphia, and various other Polish organizations, and has been the recognized guiding body in control of Polish relief work in this city since its organization. The officers are: Mrs. Robert von Moschzisker, Chairman; Mrs. Norman MacLeod, Vice-Chairman; Mrs. W. Howard Pancoast, Treasurer; and Mrs. Edgar M. Church, Secretary.

RED CROSS DIVISION OF THE EMERGENCY AID

The Red Cross Division of the Emergency Aid held its first meeting on November 5, 1911, at 1128 Walnut Street, at which time Miss Henrietta Ely was elected Chairman and Miss Emily Fox, Secretary. In January, 1915, Miss Ely resigned and Mrs. Reed A. Morgan was elected Chairman in her place.

A quantity of surgical shirts and pillowcases were made by school children from cut-out material supplied by the Committee.

Surgical dressings were made in the Red Cross workroom, and surgical supplies of all kinds, hospital garments and maternity kits were provided by auxiliaries of the committee and church societies to be forwarded to the various warring countries.

A workroom, where graduate nurses came when they were off duty and made hospital dressings, was conducted by the Red Cross for some time.

In January, 1917, a Red Cross Chapter having been formed in Philadelphia, this division became the Foreign Relief Division of the Southeastern Pennsylvania Chapter.

From November 5, 1911, to January 1, 1917, the number of cases of supplies shipped abroad was 431. Three nurses were sent abroad and their traveling expenses and salaries paid; four ambulances were donated and four French orphans adopted.

ROUMANIAN COMMITTEE

Under the auspices of the American Overseas Committee, Mrs. Walter S. Thomson, Mrs. George McFadden, and Mrs. Edward Browning sent an appeal to members of the Emergency Aid and the various branches of the Federation of Women's Clubs for clothing for Roumanian children.

During the early winter of 1917-1918, this Committee of Three sent to the Queen of Roumania, through Doctor Harte, of the Y. M. C. A., one hundred and twenty boxes containing new and second-hand clothing, and expended \$2,981.14 for new clothing.

As a result of the conditions in Roumania during the war, no acknowledgment was received from the Queen until March, 1920, when the following letter was received by Mrs. Edward Browning, from the Queen's secretary:

PALATUL COTROCIULI

March 25, 1920.

Dear Madam:

Her Majesty, the Queen of Roumania, has asked me to write and thank you for your generous aid in getting together supplies through the Emergency Aid of Pennsylvania.

Her Majesty was much interested to hear that your interest was enlisted in the country's

behalf through Dr. Harte—since he was the first to render assistance, it deeply touched her Majesty that he still works for the need of the Roumanian people.

Again thanking you for your great trouble and for your wonderful assistance, I am,

Yours sincerely,

(Signed) IDA MARR,

Secretary to H. M., the Queen of Roumania.

RUSSIAN COMMITTEE

The Russian Committee was formed in the fall of 1914. Officers: Mrs. William Ellis Scull, Chairman; Mrs. Arthur H. Lea, Treasurer; Miss Constance Beale, Secretary.

Up to the time of the Russian-German peace, the Committee collected and forwarded money and supplies as follows:

Boxes of clothing through Mrs. Horace Brock's Lebanon Committee, Mrs. John Penn Brock, Chairman; surgical supplies and money sent to the former Ambassadors, Mme. Bakmeteff to the Russian Red Cross; surgical supplies and money sent to the American Hospital in Petrograd; money and maternity kits to the American Creeche in Petrograd through Baroness Huene; surgical supplies and clothes sent to the wounded Russian soldiers in Dinard, France, through Miss Margaret Robins; maternity kits given to Mrs. Slade-Baker for the English Maternity Hospital in Petrograd; boxes of surgical supplies made at two of the Russian churches were taken to Russia by the Imperial Consul General, M. Oustinnoff; boxes of surgical supplies sent by the Chairman from Dark Harbor, Me., money raised for Colonel Kalpachnikoff-Camac for thirteen chassis to take to Russia in 1918, and \$1,300 given to Thomas Whittemore for refugees and children in 1919, making a total of \$10,300.

SERBIAN RELIEF COMMITTEE

The Serbian Committee was organized in February, 1915, through the efforts of Mme. Grouitch. Funds were subscribed for farming implements, seeds, etc., as Serbia had driven the Austrians from her soil and looked for the Allied armies' support.

The Committee was reorganized under the Emergency Aid in February, 1915, when the retreat before the Austrians, reinforced by Germany and Bulgaria, left Serbia cut off from outside assistance. Money was cabled to Mr. Grouitch, Minister at Berne, to help feed Serbian prisoners starving in Austria and students in Berne. A motor ambulance, fully equipped, was sent to Serbian Headquarters at Salonica. Money was sent for tubercular students at Grenoble, France, under care of Mme. Fresnaye, and \$1,600 was sent her to help clothe Serbians being repatriated in 1918. Funds were sent to Mme. Darinka Grouitch for the orphanage at Mentone. In 1917, through Miss Kathleen Burke's appeal, the Committee gave four beds to the Scottish Women's Hospital at Ostrovo. The Serbian Sisterhood at Belgrade has distributed for the Committee quantities of clothing and food. Two rooms, in the orphanage established at Belgrade by Miss Helen Losawitch, were furnished by the Committee.

The Committee took up a special work for the adoption of orphans, and forty-six orphans were adopted at \$72 per year. Since the organization of the Committee

the sum of \$35,500 was collected and 131 cases containing about 15,600 articles, valued at \$21,000, were shipped to Serbia.

Miss Margaret Robins, a member of the Committee, was decorated by the Royal Serbian Red Cross and cited for the Order of St. Sara (5th Class) for her work for the Medical Mission at Montenegro.

VICTORY SERVICE STAR COMMITTEE

Formed May, 1918

Mrs. Louis R. Page, Chairman; Mrs. Percy M. Chandler, Vice-Chairman; Mrs. Stanley MacD. Smith, Secretary; Mrs. W. Barklie Henry, Treasurer.

The purpose of the Committee was to provide comfort kits and a cheerful send-off for the selected men leaving Philadelphia for training camps.

The Committee cooperated with the fifty-one local draft boards, who advised them the number of men leaving their districts, so that an individual kit was provided for each man. The kits were made of bright colored cretonne and contained the following articles: writing-pad, envelopes, tooth paste, shoestrings, soap, pencil, tooth brush, chewing gum, towel, housewife, and tobacco and games whenever possible. When rush orders were received, 500 to 700 were completed in a day.

The committee also provided many hundred sweaters and socks; and besides supplying the drafted men with kits, provided them for individuals and groups of service men who could not procure them otherwise. When the barracks at Cape May burned on July 4, 1918, a request for 700 kits for the men who had lost everything was received. In less than twenty-four hours the entire number of kits had been delivered to the men.

Three hundred kits were sent to Camp Dix to an equal number of Italian Irredenti from Northern Italy, who had been taken prisoners by Austrians, escaped by way of Russia, and were making their way back to Italy by way of the United States.

After the signing of the armistice, there being no further need for comfort kits, the Committee took up the work for the returned soldiers in hospital and concentration camps, providing innumerable comforts of all kinds for the men. Rest pillows, tray covers, property bags, hot water bottle covers, nightingales, etc., were sent to the various Red Cross hospitals in response to direct orders from field directors or chief nurses. Jam, chocolate and tobacco were also provided for the men in the hospitals.

On request from the convalescent center at Camp Dix, the Committee furnished several recreation rooms with comfortable couches, chairs, pool tables, writing materials and desk fixings, curtains, games, books, phonographs and records, pictures, flags, cushions, etc. The boys appreciated these comforts so much that they adopted Mrs. Page as "Mother" of one of the companies, and themselves fitted out an office for her exclusive use.

On Christmas Day, 1919, every convalescent man was given a present and a Christmas tree was provided for every ward.

Since that time the Committee supplied a moving picture each week and sent chocolate, tobacco, jam, etc.

TOTAL RECEIPTS OF EMERGENCY AID COMMITTEES TO APRIL, 1919

Committees	Total Money Receipts	Value of Gifts	Total Money and Gifts
Allied Arts	\$6,000.00		\$6,000.00
American Military Hospital No. 1	126,313.17	\$32,492.44	158,805.31
American Overseas	210,852.90	25,000.00	235,852.90
Armenian	65,864.53	36,400.00	102,264.53
Belgian	716,010.35	405,193.00	1,121,233.35
British	72,695.17	183,324.53	261,019.70
British-American	13,270.92		43,270.92
Colored Women's	5,216.42		5,216.42
(A) Committee of Supplies	22,989.02	107,242.52	130,231.54
(B) French	944,975.97	570,096.90	1,511,872.87
(C) General (Overhead)	99,053.93		99,053.93
(D) German-Austrian	10,293.25		10,293.25
Home Relief	211,106.11		211,106.11
Italian	269,231.90	53,143.55	327,730.45
Montenegrin	2,000.00		2,000.00
Navy	2,000.00		2,000.00
Polish	212,151.99		212,151.99
Red Cross (E. A. Division)	29,110.97	29,271.06	53,412.03
Roumanian	2,931.11		2,931.11
Russian	15,300.00		15,300.00
Serbian	35,500.00	21,000.00	56,500.00
Victory Service Star	35,330.25		35,330.25
	<hr/> \$3,112,251.07	<hr/> \$1,173,163.70	<hr/> \$4,615,522.77

(A) Includes receipts of Pennsylvania National Surgical Dressings Committee, November, 1915, to May, 1920.

(B) Includes Fatherless Children of France receipts.

(C) Includes special contributions for overhead, dues to Ways and Means Committee, money raised for Halifax, and other special funds.

(D) Committee disbanded in spring of 1915.

AMERICAN FRIENDS SERVICE COMMITTEE



THE American Friends Service Committee was organized on April 30, 1917, for the purpose of developing those kinds of service which the Society of Friends by heritage and faith was best fitted to render. Subsequent to organization it engaged in relief and reconstruction work in France, Servia, Poland, Russia, Germany, Austria and Palestine. About 700 workers have been sent into these fields and \$2,000,000 contributed in money and supplies. An opportunity for service presented itself among the civilian populations of the war-devastated regions. Ruined villages, untilled fields, millions of refugees, made the undertaking of no small extent.

The officers of the Committee were: Rufus M. Jones, Chairman; Alfred G. Scattergood, Vice-Chairman; Wilbur K. Thomas, Executive Secretary; Charles F. Jenkins, Treasurer; Howard H. Brinton, Director of Publicity; Elizabeth T. Rhoads, Women's Work; William B. Harvey, Associate Secretary; J. Barnard Walton, Associate Secretary; Walter C. Woodward, Associate Secretary.

In the spring of 1917, J. Henry Scattergood and Morris E. Leeds, both of Philadelphia, were sent as commissioners to study conditions overseas. These Friends were also members of the American Red Cross Commission to France and while there they effected a merger with the English Friends Expedition and organized the Friends Bureau of the Red Cross. This latter work resulted in the training at Haverford College of a unit of one hundred men representing twenty states, and including carpenters, farmers, civil engineers, mechanics, architects, doctors and social workers. Of this work Dr. James A. Rabbitt, a member of the faculty at Haverford College, was in charge and assembled his men on July 17th.

The cooperation of English Friends, American Friends and the American Red Cross proved to be ideal. The English Friends brought two and a half years' experience and high standing with the French Government, while the Red Cross gave opportunity for the securing of permits, passes, transportation and governmental aid. After the signing of the armistice, many officers of the United States Army put the Friends Mission in the way of securing great supplies of materials at a minimum cost.

The work of the Reconstruction Unit, known in France as the "Mission des Amis," can be summarized brielly under the headings of construction, agriculture, medical work, emergency relief and transportation.

1. The construction work consisted principally in the erection of portable wooden houses of one, two or three rooms. The interchangeable sections for these were manufactured at two factories operated by Friends at Dole, and Ornans in the Jura Mountains. At first, the largest building work centered in the Marne Valley near Chalons, Bar-le-Duc and Vitry-le-Francois. Work was also done in nine villages along the Somme and Aisne.

One of the most important developments was the policy of erecting temporary villages and hospitals outside the war zone for refugees who were prevented from returning to their homes. Thus the crowded and unhealthy conditions of the city were relieved. An example of this work was done near Dole and Ornans for refugees who settled in Besançon.

II. Agriculture: The rapid deterioration of enormous tracts of land through the spread of weeds was one of the most serious problems facing France. To help meet it a number of experienced American farmers answered the call of the service committee and assisted in furnishing the essentials of initiative, labor, machinery and seeds. Centers were maintained from which several hundred machines were operated, and shops were established for the repairing of broken implements. Threshing was done in the winter and 1,000 tons of grain were threshed by Friends in the Marne alone.

To render aid to the people in the Verdun region, it was necessary to develop practically every department of work, although the agricultural side was particularly emphasized. Large supplies of houses, clothing, food, furniture and utensils as well as quantities of agricultural tools, machinery and seeds together with live-stock were transported. One by one the difficulties which confronted the workers were overcome. One and one-half million francs were invested in supplies and agricultural implements and this capital was turned over rapidly as soon as distribution plans matured.

In some cases of extreme need gifts were made, but in general everything was sold at under-cost prices, with no charge for transportation, overhead expenses, or labor. When the stores were turned over to the people, the Friends gave to each family which had purchased five francs' worth of goods a paid-up share, valued at twenty-five francs, in the Cooperative Bank, which supplied them with



Tubercular Children at Samoën,² France.



Workingmen's Houses at Sermaize, France.

the capital necessary to carry on the undertaking. In this way about 4,000 families were assisted.

Some 1,200 houses were erected in this district and thousands of acres have been plowed by tractors. About 20,000 chickens, 6,000 rabbits, 1,000 bee colonies and various sheep, goats, pigs, cattle and horses have been distributed. Twenty-two thousand fruit trees have been given away in 300 communities.

III. Medical Aid: Dr. James A. Babbitt, who was in charge of the original



Hospital Staff, Sermaize Chateau, France.

unit formed at Haverford College, became head of the Medical Department of the mission. Eight institutions for civilian medical relief were maintained as follows: Two general hospitals at Sermaize, homes for convalescents at Entremont and Samoens in the healthy mountain region near the Swiss border, children's homes at Bettancourt and St. Remp en Bouzemont, and a home for old ladies at Charmont.

In addition to maintaining the hospital at Brizeaux, which was once an army hospital, district nurses were stationed in a number of villages, and at these places and elsewhere dental clinics were held and also clinics for the examination and treatment of the eyes.

At the Sermaize Hospital, Dr. Babbitt successfully performed 1,135 operations during the first year. Owing to the mobilization of all French physicians, this work met a particular need of the civilian population.

Medical aid was rendered by the erection of 200 houses in a tubercular settlement maintained by the American Red Cross at Malabry. Plans have been made to build and endow a Maternity hospital at Chalons-sur-Marne at a cost of 1,300,000 francs as a permanent memorial.

IV. Emergency Relief: The distribution of clothing, furniture and bedding to families who had lost all belongings in their hurried flight formed the largest part of emergency relief work. These supplies were usually sold at about two-thirds of the cost, a plan which proved more satisfactory to the independent French peasant, and which resulted in a large number being helped. Employment, chiefly sewing and embroidery, was found for the women, and attention was given to educational work among the children, the largest undertaking of the latter kind being at LeGlandier, where 600 Belgian children were cared for.

In those villages to which the peasants were able to return after the war, the relief department of the mission visited all families and ministered to their needs. Hostels were erected in some of the villages where the refugees were taken care of until permanent homes could be built. A great quantity of supplies was distributed, and during the winter workshops were established to furnish remunerative occupation for those who could no longer work out of doors. Classes were conducted in carpentry for boys and the teaching of cooking for girls.

V. Transportation: In the first year this department was called upon to establish a record for efficient work during the Picardy and Champagne offensives. At these times the entire transportation department of the mission participated. The work consisted chiefly in assisting persons out of the danger zones, providing for their needs in canteen service at large centers, loading them on trains for points farther south and east, and furnishing food for them at various stations en route.

To render effective aid in the Verdun region as outlined above necessitated the cooperation of the transportation department, as the railroads were lacking in personnel and equipment to handle freight besides being still burdened with the transport of troops, prisoners and supplies. To meet the requirements of all of these activities the department operated about eighty machines, many of which were Liberty trucks on loan from the United States Army.

From July, 1917, to June, 1918, the American Mission had grown in membership to 314 men and 98 women. Valuable cooperation was given by the Menonites both in personnel and money.

Charles Evans of Philadelphia succeeded J. Henry Scattergood as head, and was in turn succeeded by Charles J. Rhoads who resigned his position as President of the Federal Reserve Bank of Philadelphia to direct the affairs of the Friends Unit during the second year of its work.

Early in 1918 the Friends were asked to take entire charge of all relief and reconstruction work in the cantons adjoining Verdun on the west. The only available place for headquarters in this new territory was the large farm known as Grange-le-Comte, situated about one and one-half miles east of Clermont-en-Argonne. This farm had been used by the French, Italian and American forces as Army headquarters and the barracks that had been wrecked were made available to house the workers.

Some of the old centers were discontinued in other sections, but relief work was continued in fifty villages in the Marne; the équipes had moved northward from the river valley toward Rheims. One équipe ran a hostel and canteen for returning refugees in Rheims, where a night's lodging was given to 2,980 people in one month.

The middle of 1918-1919 marked a distinct change in the work of the mission. Up until then the work had been carried on under war-time restrictions and actual reconstruction work was limited to areas devastated in the earlier days of the war which had been later recovered and restored to France.

Up to December, 1919, a total of 657 workers had been sent from this country. About 500 were maintained in the field during the summer of 1919, and 250 remained until the spring of 1920 for work with the families of the refugees.

In closing, a brief word should be said about the work done in countries other than France and Belgium, after war-time restrictions had been removed.

The Serbian Unit of the American Friends Service Committee consisted of thirteen workers engaged in three enterprises—the reconstruction of destroyed villages, the operation of an orphanage, and a medical dispensary. The villages in the Toplica Valley district were devastated by the Bulgarians during a revolt of the Serbs under the Bulgarian occupation. The Friends workers, aided by the 200 Bulgarian prisoners at their disposal, by December, 1919, had built about one hundred houses. The orphanage was operated near Lescovatz as an agricultural school farm. The two doctors with the mission conducted a medical dispensary and later established a hospital at Pec.

The first German Unit, consisting of sixteen members and headed by Alfred Scattergood, of Philadelphia, sailed for Germany on the 10th of December, 1919. The group contained a number of men of wide business experience. This unit has been sent in response to a request of Herbert Hoover, that the American Friends Service Committee organize service in Germany, on behalf of the children suffering from subnormality, due to the continued undernourishment there, and become the repository of any funds which might be raised for this purpose.

Mr. Hoover's organization furnishes transportation for relief supplies and also acts as purchasing agent. The relief work deals entirely with children and nursing mothers.

The Austrian Mission regularly supplies condensed milk and cocoa to children in the hospitals of Vienna and infant welfare centers. Clothing contributed through English and American Friends has been distributed to the needy, a dairy of three-

hundred cows is maintained and the milk distributed to children, and relief is extended to the middle class and to the aged.

The Service Committee sent early in December, 1919, a commission of six to investigate conditions in the Baltic provinces. The Friends Russian Unit of about thirty, after two years' vigorous work with refugees in the Samara government, was forced to suspend operations in the fall of 1918. Some of the workers went to Omsk and took part in relieving conditions in the crowded refugee barracks there. Five Philadelphians: Esther White, Lydia Lewis, Nancy J. Babb, Emily C. Bradbury and Anna J. Haines won high praise from the Red Cross for their work in Russia and Siberia.

The last named, Anna J. Haines, has returned to Russia where, in cooperation with English Friends, she is distributing milk, soap and fats to the most needy children in Moscow.

The Polish Mission has engaged in various types of relief work, including feeding children, improving the milk supply, agricultural reconstruction, and a de-lousing campaign to fight the spread of typhus.

Besides the work done in the countries outlined above, several Friends are doing relief work in Palestine, where a Friends Mission has been in operation for a number of years. After the signing of the armistice, plans were made for sending workers into Mexico.

At home, the American Friends Committee has been active in stimulating interest, and 600 sewing clubs were organized among the women members of the various meetings to make clothing for distribution by the workers abroad.

THE PENNSYLVANIA STATE COMMITTEE NATIONAL LEAGUE FOR WOMAN'S SERVICE

By MRS. EDGAR W. BAIRD AND MRS. JAMES STARR, JR.

The National League for Woman's Service was a volunteer organization. It was non-sectarian and non-political, national in scope, with state and city branches operating in nearly every state of the Union.

The plan of organization was based on the thought "That each and every woman joining this League must be ready to learn and to perform; that she must be ready to sacrifice self to the finer idealism of service; that this League for Woman's Service shall be kept free from self-seeking and from politics." It took for its slogan—"FOR GOD—FOR COUNTRY—FOR HOME."

At the Congress of Constructive Patriotism, held in Washington, D. C., on January 26, 1917, the National League for Woman's Service was organized with the following officers: Chairman, Miss Maude Wetmore; Vice-Chairman, Mrs. Collin Van Rensselaer; Treasurer, Miss Anne Morgan; Commandant, Miss Grace Parker.

After the program of work of the League was formulated, it was offered to the Council of National Defense, at Washington, D. C., by Miss Wetmore. It was accepted and Miss Wetmore served as a member of the Woman's Committee of the Council.

Among the Philadelphians who attended this Congress and who were afterwards associated with the National League for Woman's Service were: Mrs. J. Willis Martin, Mrs. John C. Groome and Mrs. James Starr, Jr. Mrs. Martin served on the National Board, while Mrs. Groome and Mrs. Starr served on the State Board.



Photo by Joseph N. Pearce

Members of the Junior Service Corp at Work.

The object of the League was "to coordinate and standardize the work of the women of America along lines of constructive patriotism; to develop the resources and to promote the efficiency of women in meeting their every-day responsibilities to home, to state, to nation and to humanity; to provide organized trained groups in every community to cooperate with the Red Cross and other agencies in meeting any calamity—fire, flood, famine, economic disorder, etc.—and in time of war to supplement the work of the Red Cross and the Army and Navy; and to deal with questions of women's work and women's welfare."

Wherever a large enough group of women was found who desired to take up a number of the activities in the national program of work, a branch was organized. The chairman of each branch at once became a member of the State Committee, making a monthly report to the State as well as to the national headquarters in New York, thus coordinating the work. The National Committee prepared registration blanks and other literature for widespread distribution and use.

The Pennsylvania State Committee was organized on April 23, 1917, with the following temporary officers: Chairman, Mrs. John C. Groome; Treasurer, Mrs. Charles M. Lea; Secretary, Baroness Meyer de Schauensee.

On July 2d it was reorganized with the following permanent officers: Chairman, Mrs. Edgar W. Baird; Vice-Chairman, Mrs. James Starr, Jr; Treasurer, Mrs. Henry S. Jeanes; Secretary, Mrs. William Gray Warden.

To these were added later in the year Mrs. Alexander J. Cassatt, who served as Honorary Chairman; Mrs. Rodman E. Griscom, Second Vice-Chairman; Mrs.

J. Bailey Browder, Recording Secretary and Mrs. William Hayes, Corresponding Secretary, succeeded by Mrs. William G. Rhoads.

The following ladies consented to act as an Advisory Committee: Mrs. John C. Groome, Mrs. Charles W. Henry, Mrs. Arthur H. Lea and Mrs. Edward T. Stotesbury. The Committee itself was increased to include Mrs. Horace Brock, Mrs. Edward W. Clark, Mrs. John White Geary, Miss Mary K. Gibson, Mrs. N. D. Hitchcock, Mrs. Joseph B. Hutchinson, Mrs. A. M. Lewis, Mrs. H. Gordon McCouch, Miss Clara Middleton, Mrs. John B. Oakley, Mrs. A. H. Reeve, Mrs. William Gray Warden, Mrs. Howard W. Lewis and Mrs. William Jay Turner.

At the annual meeting in March, 1919, the following officers and directors were elected:

Honorary Chairman, Mrs. Alexander J. Cassatt; Chairman, Mrs. Edgar W. Baird; Vice-Chairmen, Mrs. James Starr, Jr., Mrs. Rodman E. Griscom, Mrs. Horace Brock, Mrs. Charles W. Henry; Treasurer, Mrs. Henry S. Jeanes; Recording Secretary, Mrs. J. Bailey Browder; Corresponding Secretary, Mrs. Morris Dallett; Advisory Committee, Mrs. John C. Groome, Mrs. Arthur H. Lea, Mrs. Edward T. Stotesbury; Executive Secretary, Mrs. Edward T. Parker.

Directors, Mrs. Harry A. Bannon, Mrs. Edward Walter Clark, Mrs. George W. Elkins, Jr., Mrs. John White Geary, Miss Mary K. Gibson, Miss Catherine Guilford, Mrs. Francis Hagerman, Mrs. Arthur M. Lewis, Mrs. Howard W. Lewis, Miss Clara Middleton, Mrs. Henry D. Paxson, Mrs. H. O. Peebles, Mrs. Thomas Reath, Mrs. A. Henry Reeve, Miss Sophie Ross, Mrs. Horace E. Smith, Mrs. C. B. Staples, Mrs. William Jay Turner, Mrs. William Gray Warden, Mrs. Horatio C. Wood.

In the autumn of 1919 the Chairman, Mrs. Baird, was obliged to resign on



Officers of the Pennsylvania State Committee.

account of the press of other urgent duties. Her loss was deeply regretted by the Committee and her place was not filled, the Vice-Chairmen completing the work of the League. The Secretary was succeeded by Mrs. H. O. Peebles, and the Treasurer by Mrs. Horatio C. Wood.

The first headquarters of the Pennsylvania State Committee were located at 331 Presser Building, secured through the courtesy of the Pennsylvania Society of Colonial Dames of America. Later, on account of the growth of the work, it became imperative to find larger quarters. On July 20, 1917, the headquarters were moved to 1713 Walnut Street, where Mrs. Johns Hopkins, the owner of the property, gave the offices rent free. In May, 1918, it was again necessary to secure larger quarters, when offices were opened at 1703 Walnut Street. Through the generosity of the owner—Herbert D. Allman—no charge was made for the first five months, and only a nominal rental charged after October 1, 1918.

The original program of the National League was adhered to in Pennsylvania with minor changes and adjustments to meet local needs, one of the principal aims being "to train the untrained and to use the trained as volunteers."

The first branch of the National League for Woman's Service in Pennsylvania was opened in Germantown at "Little Wakefield," under the chairmanship of Mrs. James Starr, Jr. As the work developed fourteen other branches were organized throughout the State as follows:

Chestnut Hill	Mrs. E. W. Clark
Clearfield	Mrs. Grant H. Thompson
Cynwyd	Mrs. H. O. Peebles
Downingtown	Miss Helen Dowlin
Emporium	Mrs. L. R. Felt
Falls of Schuylkill	Mrs. Horatio C. Wood
Lancaster	Miss Catherine Guilford
Lemont	Miss Hilda P. Thompson and Mrs. Charles Stahle
Mt. Airy	Mrs. William H. Hill
North East Detachment.	Mrs. Corrión Wright
Philadelphia Central	Mrs. H. Gordon McCouch
Stroudsburg	Mrs. C. B. Staples
Towanda	Mrs. Francis Hagerman
West Philadelphia	Mrs. Harry A. Bannon

Following is the Pennsylvania program with its fifteen divisions operating under the State Committee, together with the names of their chairmen:

1. SOCIAL AND WELFARE.—Mrs. A. Henry Reeve.
Comfort Fund Committee.—Chairman, Mrs. George Ross; Treasurer, Mrs. Fred Nixon-Nirdlinger.
Records and Games Committee.—Chairman, Mrs. Peregrine Wilmer, succeeded by Mrs. J. Howe Adams.
War Hospital Library Committee.—Chairman, Miss Mary Dale Owen, succeeded by Miss Sydney V. Wilson.
2. CANTEEN.—Mrs. Edgar W. Baird.
Vary Yard.—Chief, Mrs. Thomas Reath.
1703 Walnut Street.—Chief, Mrs. Harry L. Cassard.
Arch Street.—Chief, Mrs. George Elkins, Jr.; Assistants, Mrs. William George, Miss Sophie Ross.
Water Street.—Chief, Mrs. Horace Smith, succeeded by Mrs. Churchill Williams.
Frankford Arsenal Club Rooms.—Chief, Mrs. Thomas Dunn.
Pier 18—Officers' Mess.—Chief, Mrs. Joseph S. Clark.

3. HOME ECONOMICS.—Mrs. Nevada D. Hitchcock.
Dehydration Exhibition.—Chairman, Mrs. Phillipus Miller.
Byberry Fair. Chairman, Mrs. Edward N. Wright.
Dietary Survey.—Under the supervision of the Division Chairman, the work being done by appointed members of the Branches.
4. AGRICULTURE.—Mrs. Howard W. Lewis.
5. INDUSTRIAL DIVISION, UNITED STATES.
Employment Service.—Miss Clara Middleton.
6. MOTOR.—No State Chairman.
7. GENERAL SERVICE.—No State Chairman; work supervised by the State office.
8. HEALTH.—
Massage.—Chairman, Mrs. Clarence C. Zantzing.
Blind.—Chairman, Mrs. Austin Purves.
9. WIRELESS.—No State Chairman.
10. HOME AND OVERSEAS RELIEF.—No State Chairman; special chairman appointed for various work.
11. PUBLICITY.—Mrs. Arthur M. Lewis.
12. AMERICANIZATION.—No State Chairman.
13. RECLAMATION.—Mrs. Henry D. Paxson.
14. VOLUNTEER AIDS.—Mrs. H. Gordon McCouch.
Organization of School of Occupational Therapy.
15. JUNIOR SERVICE CORPS.—State Commander, Mrs. John White Geary; Executive Officer, Miss Gaimor Owen Baird.

Philadelphia Central, Commanding Officer.	Mrs. N. Meyers Fittler
West Philadelphia, Commanding Officer.	Mrs. Harry Wolfington
Kensington, Commanding Officer	Mrs. G. B. Messick
Germantown, Commanding Officer	Mrs. Edward T. Newkirk
Falls of the Schuylkill, Commanding Officer	Mrs. Horatio C. Wood
Cynwyd, Commanding Officer	Miss Mary Peebles, succeeded by Mrs. Donald Spanogle
Huntingdon Valley, Commanding Officer.	Mrs. Harry Skinner
Norristown, Commanding Officer.	Miss Maud Miller
Lancaster, Commanding Officer.	Mrs. John F. Wickersham

Over 9,000 Pennsylvania women were enrolled in these branches. Each member paid a registration fee of one dollar, fifty cents of which was paid into the local branch, the other half dollar being equally divided between the State and national headquarters. As every member made use of the registration blanks it was easy to group the entire State membership, so that specialists in every line of service were tabulated.

From the very first the League appreciated the value of discipline, and it soon became apparent that the adoption of a uniform would aid materially in this respect. This uniform consisted of a dark blue serge jacket with special League buttons and leather belt, worn with a plain short skirt, white cotton shirt waist with high collar and a dark blue sailor hat. Low-heeled black shoes were prescribed, gray gloves, spats and tie. On the collar of the jacket and on the band of the hat was embroidered the League insignia, in gold on blue for privates, and in gold on gray for the officers. The national President had three small gray stars piped in gold on the left sleeve of the jacket—the gold piping being confined to the national officers. Two gray stars denoted the Chairman of the State Committees, while chairmen of the branches were entitled to one star.

The various divisions in each branch were in charge of a captain with subdivisions commanded by lieutenants. Blue bars piped in gray on the left sleeve designated their rank.



Presentation of the Colors to the Junior Service Corps.

The Junior Service Corps uniform was the same as that of the League members with the exception of gloves, spats and shoes, which were tan. A Sam Brown belt was a distinguishing feature, and a brown leather collar was on the jacket. The League insignia was embroidered on the left sleeve.

To the Chestnut Hill Branch belongs the distinction of first having named its headquarters the "Service House," a title adopted by all the branches in the vicinity. Some of the organizations with which the National League for Woman's Service cooperated were the American Red Cross, Woman's Committee of the Council of National Defense, Committee of Public Safety, School Mobilization Committee of Philadelphia, Committee on Civilian Service and Labor, Civic Club, Emergency Aid of Pennsylvania, Women's Permanent Emergency Association of Germantown, Young Women's Christian Association, Young Men's Christian Association, Council of Jewish Women, the Ancient Order of Hibernians, and Philadelphia Council of National Defense.

Under the Social and Welfare Committee, with Mrs. A. Henry Reeve as Chairman, was carried on social club work in the vicinity of military camps. Clubs were formed for working girls; lists of interpreters were sent to the Council of National Defense and scores of women did clerical work for each branch of the League, for the Red Cross, Liberty Loan and War Savings drives, War Chest, hospitals and day nurseries, Council of National Defense and for the War Camp Community Service.

A Records and Games Committee was organized under the chairmanship of Mrs. Peregrine Wilmer, who was succeeded by Mrs. J. Howe Adams. Thousands of records were collected and distributed to battleships, cruisers, camps and hospitals. Games, magazines, victrolas and even pianos were obtained and given

wherever needed; flowers, fruit, baseball outfits and puzzles were distributed without number.

In response to a request that the League furnish comfort kits to the draft boards, a Comfort Fund Committee was formed, with Mrs. George Ross as Chairman and Mrs. Fred Nixon-Nirdlinger as Treasurer. Collections were made in the theatres and by individuals with which to purchase the material for making the comfort kits; also the fifteen articles put in each kit. The League was able to supply five draft boards, the central branch alone distributing to three draft boards 3,161 comfort kits, 2,208 sweaters and 650 pairs of socks. The West Philadelphia Branch took care of 2,180 boys in the 16th Ward Draft Board, supplying them with sweaters, socks, comfort kits and lunches.

Through the untiring efforts of the officers and members of the Comfort Fund Committee, a large benefit *matinée*, with all star performers, was given at the Forrest Theatre, through the courtesy and generosity of Fred Nixon-Nirdlinger, his colleagues and the staff at the theatre. The admission was "one or more clean, old shirts," and more than 6,000 shirts were collected in this way. These were turned over to the Home and Overseas Relief Committee to make into little dresses for needy children at home and overseas. One member, Mrs. Mary Smith, reached the high-water mark of industry by making 1,000 of these dresses herself. Members of the Junior Service Corps circulated through the audience and obtained a collection of \$700. From this fund the Committee was able to subscribe \$350 for a Christmas dinner at the Arch Street Canteen for the boys in the service.

The Philadelphia Central Branch was the originator of the War Hospital Library Committee in Pennsylvania in January, 1918, of which Miss Mary Dale Owen was the Chairman, succeeded by Miss Sydney V. Wilson. The work was carried out successfully in all branches. Eight branches of these libraries supplied specially compiled books, magazines and joke-cards for use in the hospitals at home and overseas. In one week 250 books and joke-cards were sent to Hospital No. 10 in France. The Cynwyd Branch made scrap books by the hundred for children in the skin disease wards of the Philadelphia hospitals. The Chestnut Hill Branch turned out fifty or more books each month to soldiers and sailors, and sent many "cheer-ups" to miserable little children at Blockley.

Canteen work, which was originally listed under the Social and Welfare Committee, soon became a separate division, and under this head, perhaps, contributed more than any other department of the League to the safety and welfare of the men in the service. There were eight canteens opened in Philadelphia under the able management of Mrs. Edgar W. Baird, who acted as Chief of Canteens as well as State Chairman. The canteens were served devotedly by alternating shifts of workers enrolled by the various service houses, who were unflinching in attendance and obedience to their superior officers.

Through the courtesy of Captain Leiper and the Executive Officer of the Navy Yard, a building was provided for a canteen for sailors in the training camp at League Island. Mrs. Thomas Reath was in charge. Sailors were detailed to look after the fires, provisions, etc., and to help with the galley. The food consisted of fresh milk, fruit, cake, sandwiches, coffee, salted peanuts, and, in the summer, ice cream. The price of each article was five cents.

The canteen was open every day from 1:30 to 4:30 and from 5:30 to 8:30, and

did not interfere with the regular hours for mess. No man asked for credit and their appreciation was shown by their gentlemanly behavior.

The financial report shows receipts from January, 1918, to April, 1919, of over \$82,000, and the number of men served 1,500,000. From the profits the League gave about \$1,000 for the pleasure and comfort of the enlisted men, through the Y. M. C. A., the Knights of Columbus, and other recognized organizations.

The patriotic and generous spirit of American women was expressed nowhere better than through the creation of Canteen Reath for the men of the Marine Signal Corps Battalion, U. S. A., at Camp Edward C. Fuller, Paoli, under Mrs. Theodore W. Reath as Chief of the Canteen, and Mrs. J. Howe Adams, Captain of the workers. At Cedar Hollow Station, not a half mile from Camp Fuller, Mrs. Adams was able to secure for immediate service the large living room, halls and porches in the splendid old home of Mr. and Mrs. William Hughes. The interest, suggestions and cooperation of Colonel Hatch and Major Meade, made the establishment of the many necessary comforts for rest and pleasure, free from difficulties and saved much valuable time. At the suggestion of J. P. Cope Morton, a billiard table was donated by the Union League.

Canteen Reath was named in honor of Sergeant Thomas Roberts Reath, son of its Chairman, the brave young officer who sacrificed his life for his country the day before the canteen was opened.

While Mrs. Harry L. Cassard was organizing the Headquarters Canteen at 1703 Walnut Street, there came a call "to arms" to help fight the "flu" epidemic. Hurried plans were made and carried out to open the kitchen for this emergency. This canteen filled a long felt want in serving well cooked and quickly prepared meals at a moderate price to women war workers, and was known as the War Workers' Canteen. The work was greatly facilitated by the services of the Junior Service Corps, who acted as waitresses.

The Water Street Canteen, under the successful management of Mrs. Horace E. Smith, succeeded by Mrs. Churchill Williams, served hot meals daily from 11 a.m. to 2 p.m. This canteen was aided financially by the War Camp Community Service. In this canteen, particularly, the Junior Service Corps did most efficient work.

The Arch Street Canteen was the second canteen in the United States to be opened for twenty-four hours' service daily. It was run on the cafeteria plan in cooperation with the War Camp Community Service. Mrs. George Elkins, Jr., was Chief of the Canteen.

The canteen at the "Kosey Korner Klub" was a Sunday canteen, serving hot dinners from 1 until 7 p.m. No man in the service was refused a meal, but if "in funds" was expected to pay twenty-five cents for each meal. Credit for its success was largely due to its Chief, Mrs. John DeCoursey and to Mrs. J. Whitaker Thompson.

Mrs. William L. McLean contributed \$1,000.00 for the rental of "Little Wakelield," the first headquarters of the Germantown Branch. This branch was equipped by Mrs. T. I. Crane, Mrs. E. E. Denniston and Mrs. Francis B. Reeves, to house twenty girls. A cook was secured and Mrs. Belle B. Frame gave her services as house mother. Here an intensive training course in home economics was arranged, where teachers and lecturers generously gave of their time in teaching the girls "how to cook, to can, to preserve and how to grow fruits and

vegetables." Mrs. Jackson Fleming of New York was one of the first to speak on this subject. Many hundreds of jars of "home-grown" produce were put up, and in the autumn sold, the proceeds of which largely financed the undertaking.

Through the courtesy of the Press-Telegraph Demonstration Bureau, demonstrations in cooking were given by Mrs. King at 1021 Chestnut Street. Vegetables were donated and motors loaned to carry supplies and equipment to the place of demonstration. Throughout the winter of 1917 and 1918, demonstrations in cooking were given at 1702 Walnut Street—the rooms of the Philadelphia Central Branch—and at the Chestnut Hill Service House by Miss Margaret C. Limerick; cooking classes were also conducted at the Cynwyd and the Germantown branches, all of these in conformity with the regulations of the United States Department of Agriculture and the Food Administration.

The League provided a colored woman graduate of Temple College to teach the use of food substitutes, etc., among her own race.

In July, 1918, the United States Food Administration encouraged the opening of a dehydration plant, and the league undertook to carry out this work. Mrs. Phillipus W. Miller was appointed Chairman, who, with an able and indefatigable committee, presided daily at the demonstrations given by a State College graduate at 708 Market Street, which quarters were loaned by Joseph M. Steele, of William Steele & Sons. An average attendance of 200 persons daily, more than justified the experiment of merely inviting passersby to come and see how "Uncle Sam" wished us to conserve food by dehydrating the surplus of our gardens. So



Arch Street Canteen.

successful was the work, that it led to Jay Cooke—Food Administrator for Philadelphia—asking the League to take charge of the Food Administration's exhibit at Byberry during the week of the Philadelphia County Fair. Mrs. Edward N. Wright was appointed Chairman, and the Ambler School of Horticulture, State College, and the public schools cooperated with the League in this exhibit.

The various service houses bent their entire energies during the summer season toward the conservation of the products of their war gardens. Many owners of private gardens donated produce, which was canned, jellied, preserved or dehydrated for use in camps and hospitals; some they had put up for their own consumption for which a nominal charge was made for the actual cost of the work. Thousands of jars of vegetables and fruit and hundreds of jars of jelly were canned. Homemade candy and small cakes were made for Christmas gifts for "our boys" in the convalescent hospitals and aviation camps, and war cakes furnished to the league members at small profit. Luncheons were cooked, served and cleaned away by volunteer workers, thus making possible the conservation of time and energy of the members for their other activities. At Chestnut Hill cooking for invalids was taught to the class for nurses at the Chestnut Hill Hospital, American cooking to a class of Italian girls, and American girls were instructed in practical cooking.

The State Chairman of Home Economics, Mrs. Nevada D. Hitchcock, compiled a most helpful book of recipes, which was printed by the League, sold at cost price, and had a wide circulation.

During the spring of 1918, there was great need of concerted action to put women on the land. The League held the first classes for instruction to volunteers in this work, under their Committee on Agriculture, with Mrs. Howard W. Lewis as Chairman. These classes were conducted in February at 1703 Walnut Street, by Mrs. Honora Whalen, whose salary was donated by Mrs. Norton Downs. Following these classes, units of the Woman's Land Army began to develop, and it was through the efforts of the League that many women had gardens of their own.

At Chester Springs, girls from the Pennsylvania Academy of the Fine Arts took up farming and carried on a very successful work with funds supplied by the League, all of which were refunded in the autumn by this unit.

At Chestnut Hill a very active unit of ninety-five workers was of invaluable service to the neighboring farmers. War gardens multiplied and flourished through Mrs. Landstreet's capable management and her assistants. On Saturdays one group of neighbors sold their surplus vegetables to other groups of neighbors and the proceeds went overseas.

In Germantown, 200 volunteer workers, under Mrs. Franklin Baker, cultivated five acres of ground located in different sections, loaned for this purpose, thus adding largely to the output in Germantown.

At Wynnewood, Miss Mary K. Gibson generously gave and equipped her garage for sleeping quarters, dining room and kitchen, for a unit of twenty-five girls, which was a training school for those who gave most valuable service during the summer on the neighboring farms and smaller gardens.

The Industrial Committee, with Miss Clara Middleton as Chairman, cooperated with the United States Employment Service to aid the employer as well as the employe. Signs stated this fact of cooperation, and cards of indentification were given to persons inquiring for information, which were presented at the Employ-

ment Office, so that a record of calls and usefulness might be readily ascertained. The League gave valuable service in developing other modes of helpfulness.

Not having a State Chairman of the Motor Driving Committee, most efficient work was done by small but active corps at the various service houses, and by individuals expressing a willingness to be called on for certain types of work. Miss Virginia Roberts acted as City Chairman. Members took courses at the Spring Garden Institute and at the Guarantee Auto Co.; several girls went overseas under Red Cross Motor Divisions. The Autocar Service Company gave a three weeks' course in motor truck driving for members of the League, and guaranteed positions to all passing the required tests. The Junior Service Corps played a most active and efficient part in this division.

The work of the General Service Committee was supervised by the State office. Valuable assistance was rendered by workers under this division in supplying clerical forces to the State Headquarters, in the Liberty Loan, War Saving Stamps and War Chest drives, also to the campaign for the War Work Council. They did clerical work for the draft boards and Food Administration; assisted at the Red Cross Divisional Headquarters and packing rooms; mended United States Government uniforms; did clerical work for many official and unofficial committees and assisted in various drives for funds for the hospitals and the Girls' Campaign for the Y. W. C. A.; in the State and City Councils of National Defense and in the Welcome Home Committee offices.

A practical course in electrical repairs was given at the Germantown High School. Baron deGeer gave a good course in French at the Germantown and Chestnut Hill service houses, one being in the evening, which was attended by both men and women. Evening courses in typewriting and stenography were also given which were very popular.

The Germantown Woman's Club with quarters in the old Johnson house, gave the use of their club house for the League activities.

Special mention should be made of the House-to-House Canvass Committee, organized by Mrs. Ernest T. Toogood. Practically the entire territory of the ward was divided into sections under block leaders, who, with their workers, were able to cover every house for the many emergency calls. The registration of the woman power undertaken by the Council of National Defense, was done by this committee in Germantown, which handed in 16,000 out of the 20,000 names for the whole city. It also reported Liberty bond subscriptions to the amount of \$500,000 for the 3d Liberty Loan Campaign, and made collections for the Needle Work Guild, making an enormous increase in the number of garments secured.

Having outgrown the quarters at the Germantown Woman's Club, with the immense amount of work occasioned by the 3d Liberty Loan, the Germantown branch rented the property at 109 West Chelton Avenue—originally Miss Head's School—where the entire first floor, with its large assembly room, was turned over to the Woman's Liberty Loan Committee of Germantown. During this drive, the Home Economics Committee, under the chairmanship of Mrs. John O. Mustard, besides providing the daily lunch at a cost of twenty-five cents to the workers, furnished afternoon tea to the hundreds of women as they turned in the results of their day's labor. The house was open practically a year and a half for daily meetings during all the Liberty Loan drives.

The State Committee of the National League for Woman's Service was asked

to take entire charge of the follow-up collections for the War Chest drive in the city, and appointed Mrs. William C. Marshall and Mrs. Sylvester J. Parrott of the Germantown branch as Chairmen of this work.

It is an interesting fact that individual members of the various branches subscribed for a large block of "Tribute Trees," about sixty in number, through the Civic Club, which were planted along the Parkway between 20th and 21st streets, in "honor of the men who served."

Under the Health Committee, of which Mrs. Clarence C. Zantzinger was Chairman, courses in elementary massage were started at the University, and at the Pennsylvania and Chestnut Hill hospitals. Those who received certificates gave their services to the Infantile Paralysis Committee of the Emergency Aid and to the Visiting Nurse Society. The State office was one of the many recruiting stations for the enrolment of the Student Nurse Reserve. The physiotherapy class at Chestnut Hill graduated sixty-three women, entitling them to give massage to the wounded.

Work for physically handicapped men was directed by Mrs. Austin M. Purves and Mrs. A. H. Reeve. The care and training of the blind, military and civilian, involving the mastery of Braille, was studied at the Pennsylvania Institution for the Instruction of the Blind at Overbrook, and large classes became proficient. A short course was also given at the Blind Exchange.

During the influenza epidemic in October and November of 1918, an Emergency Food Service Center was organized by the State Chairman at the State Office headquarters on a day's notice. Some of the workers went to the various hospitals and assisted in the wards, others went to the homes with the visiting nurses and helped in many ways. One of the members assisted for ten days at the Oliver Bair Undertaking Establishment. The Home and Overseas Relief Committee worked all day, Sundays included, to keep the visiting nurses and the hospitals supplied with influenza masks. On Sundays men ran the sewing machines to relieve the tired women workers. This was a time to try the loyalty of our women, but in no way did they fail to meet the emergency.

Several classes in wireless were held at the Chambers Institute, and some of the members took a course organized by the Navy League. Positions were found in most cases for those receiving certificates, but as there seemed to be no demand for women operators, energies were devoted to more important work at hand.

The Home and Overseas Relief Committee became a very important branch of the League's work, answering calls for finished garments for needy children and men in the service, at home and abroad. Quantities of sheets, pillow cases, garments, etc., were sent to the convalescent hospitals. Oilcloth jackets were an outcome of the demand for warm and waterproof protection for the boys at sea, and were made and sent to the Navy men. Thanks are due to Lewando in the city and Herzog in Germantown for cleaning kid gloves, free of charge, which were made into aviation vests for the men overseas. At the Germantown Service House, this committee, under Mrs. G. B. Robinson, made and furnished all eanteen caps and aprons used by the League, amounting to at least 1,000 each. After the armistice was signed energies were turned toward making dresses, capes and coats for the French war orphans. The Chestnut Hill, Germantown and Cynwyd branches adopted a number of these orphans, entirely outfitting them with cloth-

ing. Mrs. William B. Kurtz, of the Germantown branch, took overseas the garments and attended to having them distributed where most needed.

With Mrs. Arthur M. Lewis as Chairman, the Publicity Committee of the League gave publicity to its activities wherever possible. Editors of all the leading newspapers were interviewed and typewritten articles, concerning the activities of the various branches and committees were sent weekly or whenever there was news of special interest. Signs and posters were made and distributed. The Germantown papers, through Mrs. Fred Perry Powers as Chairman of Publicity for the Germantown branch, published without charge reports of activities of the League.

This committee cooperated with the Committee of Public Safety in supplying speakers, trained in publicity work, to assist with the work of the Liberty Loans, War Chest, Red Cross, War Saving Stamps, Food Conservation, Fuel Administration and loyalty to the United States.

The monthly bulletin, issued by the National office, was sent to all chairmen of branches and to the board of directors. Members were able to keep in touch with the development of the work throughout the country by subscribing to the bulletin.

Although there was no State chairman of the Americanization Committee, the individual branches carried on a splendid work among the foreigners in their districts, the State Committee standing ready to cooperate in whatever way the opportunity presented itself. Day and night classes were formed for teaching English, cooking, gardening and sewing to the foreign born. The meaning of patriotism was particularly emphasized.

The Reclamation Committee, under the chairmanship of Mrs. Henry D. Paxson, did valuable work in mending, sewing on buttons, etc., for the men in the service. In this work, the Cynwyd branch took the lead by repairing about one hundred dozen garments for Red Cross Government Aid. The West Philadelphia branch reported repairing 200 overcoats and 500 shirts for the Army, and in the Chestnut Hill branch a truck load of coats, shirts, etc., were reclaimed. A great many trousers were also mended and returned to the Quartermaster Department.

The Volunteer Aids Committee, with Mrs. H. Gordon McConeh as Chairman, carried out the work of establishing the School of Occupational Therapy. It was financed by an appropriation of \$5,000 from the War Chest, and its first term opened October 3, 1918, the first class graduating February 26, 1919. The second class graduated at the end of June, making a total of about fifty women carefully trained, at an expenditure on the part of the school of about \$100 each, to carry on this much needed work in the military hospitals. The course included weaving, stenciling, block printing, modeling, bookbinding, wood carving, toy making and basketry. The cooperation of the Pennsylvania Hospital insured good hospital training under skilled supervision, and the students were further prepared by lectures from eminent physicians, surgeons and psychologists.

The development of the school was made possible by the cooperation of the doctors who composed the Medical Staff, and by the help given by the Pennsylvania Museum, the School of Industrial Art, the Arts and Crafts Guild, the School of Design, the Graphic Sketch Club and the Plastic Club.

The inspiration of this school was war service, and it was suggested by Mrs. F. W. Rockwell and the Arts and Crafts Guild. The demand for this service

has been steadily increasing among doctors and surgeons in private sanatoria and general hospitals. The school seems to be established on a permanent basis, and bids fair to continue its good work as a lasting monument to the National League for Woman's Service.

The Junior Service Corps was a division of the National League for Woman's Service peculiar to Pennsylvania. They were organized by the Philadelphia Central Branch, November 11, 1917, with twenty members, under their State Commander, Mrs. John White Geary, and the Executive Officer, Miss Gaius Owen Baird. In June, 1919, the corps numbered over 800. They performed faithfully and well, with almost military precision, the tasks assigned them, and much of the work could not have been done without the aid of this splendid division of the League.

The Central Branch Corps were sworn into service, taking the Oath of Allegiance on the lawn of Mrs. Geary, who presented the National Standard as well as the Junior Service Corps colors. This was an impressive sight and similar exercises were held on like occasions when the various corps were sworn into service.

Through the Liberty Loan drives, collections were made by this Corps at the theatres and moving-picture houses all over the city, their efforts being rewarded during the Third Liberty Loan by subscriptions to the amount of \$3,117,950.

They furnished transportation for visiting nurses and loaned their automobiles for all kinds of emergency calls; furnished daily workers at the Liberty Loan booths; at the Red Cross factory and warehouse; at the various canteens and at the Wilbur Chocolate factory when necessary during the "flu" epidemic. Members, who had received first aid instruction, were sent to the hospitals and rendered other services too numerous to mention.

In the spring of 1920 the Pennsylvania State Committee terminated its work. All records, membership lists, etc., were carefully filed, and are available should another emergency arise in which women could serve in similar ways.

THE NAVY LEAGUE OF THE UNITED STATES

PHILADELPHIA SECTION

The Navy League incorporated and opened headquarters in Washington, D. C., in 1902. The Philadelphia Section was organized in June, 1917, and a Comforts Committee was appointed to carry on war work. The present membership of the Philadelphia Section is about 2,500, which does not include members in the suburbs and outlying districts. These are included in the Pennsylvania State Membership. The officers of the Philadelphia Section were: Mrs. Alexander Van Rensselaer, Honorary Chairman; Mrs. Ernest Law, Chairman; Mrs. Thomas Leaning, Vice-Chairman; Mrs. Horatio G. Lloyd, Treasurer; Mrs. Horace Brock, Secretary (succeeded by Mrs. Theodore W. Cramp).

During the war classes were held at the Navy League Headquarters in wireless and line telegraphy. Shops for the sale of wool and knitted garments were opened on Chestnut Street, in West Philadelphia, on the Garden Pier at Atlantic City and at Chelsea, N. J. A booth was also opened in Broad Street Station.

Members of the executive committee and board personally superintended a knitting unit of 300 shop girls in one of the largest department stores in Philadelphia,

every Thursday night during the war. Other units were formed in numerous institutions and schools. A total of about fifty-five thousand knitted garments were received by the Philadelphia Section alone, and about fifty-three thousand were distributed. In addition to these knitted garments we have distributed nearly twenty-four hundred comfort kits, rubber boots, Christmas bags, rubber hats, rubber coats, arctics, goggles, underwear, dungarees, blankets, boxing gloves, victrolas, victrola records, games, books and magazines.

Knitted garments were sent to Halifax for sailors in the harbor who gave their own clothing to the sufferers there at the time of the Halifax disaster; to Norfolk, Va., for sailors who lost their clothing while fighting the fire which threatened to destroy the entire city; to the French Relief Division of the Emergency Aid of Pennsylvania for French sailors in our midst, and to the Polish Relief Committee for Polish recruits in training at Niagara-on-the-Lake for the Polish Army in France; to the British Relief Committee and to the Woman's Section of the Navy League at Norfolk, Va., for men going out on the submarine chasers and destroyers, and to those on the rifle range at Virginia Beach and stationed at St. Helena; to Tokio, Japan, to be forwarded to Siberia and to sufferers in Poland. Many requests for large consignments of knitted garments for the various camps and cantonments of the National Army as well as for a great many battleships, destroyers and submarine chasers, etc. were answered. This was done through individuals.

When the French warships were in our harbor, the Philadelphia Section of the Navy League made contributions to them of knitted garments. They also filled a large request for garments for the English Navy League which they sent to them to be distributed to the mine sweepers in the North Sea. They supplied men of our own merchant marine; French, British and Italian sailors putting in at our ports and engaged in convoying our troops; the mine sweepers on the Irish Coast who kept the seas free from mines and torpedoes that our ships might pass in safety; and American shipwrecked sailors in foreign ports, through the courtesy of the French and English Navy Leagues.

Boxes of clothing were also sent to France, and the Philadelphia Section adopted six French orphans.

The local committee distributed "free wool" to the value of \$48,306.31, which was knitted into garments and returned for distribution.

Relief and welfare work were given careful consideration, and a ward in the Jefferson Hospital was taken over in which members of the Navy League personally supervised sick and wounded sailors for three and one-half months. During the influenza epidemic in the fall of 1918, at the request of the Women's Committee of the Philadelphia Council of National Defense, an appeal was sent out to all members calling for volunteers to assist in fighting the disease and to help care for those already stricken. The response was most gratifying, both in the number who offered their personal service and the liberal contributions of money which were received.

The first meeting of representative women of various war organizations in this city was called together by the Philadelphia Section of the Navy League to consider establishing a Seaman's Church Institute along the same lines as the one in New York under the superintendence of the Rev. Archibald W. Mansfield. A meeting was addressed by Dr. Mansfield, and as the result of this gathering a Seaman's Social Service Committee was formed under the supervision of the Phila-

delphia Section, which gave suppers and entertainments for the men of the merchant marine and all other seamen who attended the Seaman's Church Institute at Front and Queen streets. Sunday night suppers were served each week and entertainments were given on Tuesday nights. Special concerts were frequently arranged and plans for regular Thursday evening entertainments are being made.

Game rooms with reading and writing facilities were opened and placed at the disposal of the men at all times, and on July 1, 1919, a lunch room was opened and managed by the women of the Philadelphia Section.

During the last four Liberty Loan campaigns in which the Philadelphia Section of the Navy League took an active part by soliciting subscriptions in the theatres of the city, and by the establishment of booths on the streets, a total of over fifteen million dollars' worth of bonds was sold, and the local Section is the proud possessor of the honor flags for each campaign as well as the Victory Liberty Loan Industrial Honor Emblem awarded by the U. S. Treasury Department.

The Navy League, experienced in work for seamen for many years before the outbreak of the World War, served quietly and effectively during that conflict, and is continuing to meet the needs of seamen who come to the port of Philadelphia.

The State officers were: Mrs. Alexander Van Rensselaer, Honorary Chairman; Mrs. Moncure Robinson, Chairman; Mrs. Horatio G. Lloyd, Treasurer.

The members of the Executive Committee and Board of the Philadelphia Section were:

Mrs. D. M. Barringer	Mrs. T. DeWitt Cuyler	Mrs. Daniel L. Hutchinson, Jr.
Mrs. Henry W. Biddle	Mrs. Robert C. Drayton	Mrs. Ellis Jackson
Mrs. Alexander Biddle	Mrs. George Dallas Dixon	Mrs. Alba B. Johnson
Miss Christine Biddle	Mrs. Richard McCall Elliot	Mrs. Sidney W. Keith
Mrs. Horace Brock	Mrs. Stanley G. Flagg, Jr.	Mrs. William P. Morton
Mrs. John A. Brown, Jr.	Mrs. N. Myers Fidler	Mrs. Charles Henry Scott
Mrs. B. H. Bayard Bowie	Mrs. Francis L. Gowen	Mrs. Robert E. Strawbridge
Mrs. John Cadwalader	Mrs. William H. Greene	Mrs. A. H. Wintersteen
Mrs. James Newman Carter	Mrs. Horace Hare	Mrs. Harold E. Yarnall
Miss Fannie B. Coleman	Mrs. Francis M. Hutchinson	
Mrs. Benjamin F. Clyde		

THE PENNSYLVANIA RAILROAD WOMEN'S DIVISION FOR WAR RELIEF

Early in January, 1916, a small group of women, wives of the officers of the Pennsylvania Railroad, met at the house of Mrs. George Dallas Dixon, 2001 Spruce Street, Philadelphia, and formed the Pennsylvania Railroad Chapter of the Pennsylvania Women's Division for National Preparedness, a State organization under the direction of Mrs. George W. Childs Drexel, who was among the first to recognize the necessity for preparedness in case this country should be drawn into the war then raging in Europe.

It was designed that the Chapter should be composed of the wives and daughters of railroad men, and accordingly the Main Line of the Pennsylvania Railroad and its allied branches were canvassed, with the result that the Chapter soon numbered 2,500 members.



Workroom of the Surgical Dressings Department, P. R. R. Y. M. C. A. Building.

In April, 1917, after the United States entered the World War, the Pennsylvania Railroad Chapter became an independent organization under the name of The Pennsylvania Railroad Women's Division for War Relief, with the following officers: Mrs. George Dallas Dixon, Chairman; Mrs. William Wallace Atterbury, Vice-Chairman; Mrs. Lewis Neilson, Secretary; Mrs. O. J. de Rousse, Treasurer.

DEPARTMENTS

No. 1, Care of Soldiers' and Sailors' Families: Mrs. James F. Falmestock, Director. No. 2, Care of Families of Pennsylvania Railroad Employees: Mrs. William Wallace Atterbury, Director; Mrs. Elisha Lee, Associate Director. No. 3, Surgical Dressings: Mrs. Robert Clinton Wright. No. 4, Hospital Supplies: Mrs. J. B. Hutchinson, Director. No. 5, Motor Messenger Service: Mrs. Gardner Cassatt, Director. No. 6, First Aid, Diet Cooking: Mrs. W. Heyward Myers, Director. No. 7, Comfort Kits and Equipment: Mrs. George W. Boyd. No. 8, Cutting and Making of Garments: Mrs. A. J. County.

While these departments extended all over the system, there were maintained in Philadelphia alone seven separate sewing classes where many thousands of garments, surgical dressings, comfort bags, and equipments were made and distributed to the Army and Navy, but especially to the men of the Pennsylvania Railroad of whom there were 28,000 in the service; and not only was the work

done, but all the necessary funds to buy materials were raised by women, mostly of small means, to whom doing so meant a real sacrifice.

Department No. 2 visited and cared for all the families of the Pennsylvania Railroad employes, thereby relieving the Red Cross of these cases, and it was a comfort to those men who, under General Atterbury, were building docks, bridges, and railroads, in France—assembling engines in an indescribably short space of time, and transporting food, supplies, and munitions to the Army—to know that their wives and children at home were being cared for by members of the Railroad Family.

In 1918 the Pennsylvania Railroad Women's Division for War Relief became affiliated with the Emergency Aid, and contributed many large cases of supplies to French, English, Italian, Belgian, Serbian and Russian committees.

At the time of the signing of the armistice, the organization numbered 50,353 enrolled members. These women had borne their part in every patriotic and civic movement. They had worked in all five of the Liberty Loans. In Philadelphia they had charge of the booth in the Broad Street Station, and sold there \$3,353,800 worth of the Liberty bonds in the last issue alone.

When the Red Cross Canteen was opened in Broad Street Station the Pennsylvania Railroad women took complete charge of it on Monday and Friday afternoons, from 12 until 5 o'clock, and continued this work until November, 1919. They also took charge of a booth in Broad Street Station and two booths at the Bourse Building, for the sale of Red Cross Christmas seals.



Committee at Broad Street Station.

Permanent memorials were made by the following departments:

Department No. 1, Mrs. James F. Fahnestock, Director, presented a drinking fountain to the P. R. R. Y. M. C. A. building at 11st Street and Westminster Avenue, West Philadelphia.

Department No. 3, Mrs. Robert Clinton Wright, Director, established a scholarship in the University of Pennsylvania, in memory of three young men of the Traffic Department of the Railroad—Arthur H. Dutton, Robert Howard Gamble and Ernest Eugene Stine—who gave their lives for their country in the World War.

This scholarship is open to the children of members of the Traffic Department.

Department No. 7, Mrs. Theodore Pomeroy, Director, endowed a bed in the University Hospital.

Department No. 8, Mrs. A. J. County, Director, presented a phonograph with records to the P. R. R. Y. M. C. A. building.

The war relief continued its work in several departments until June 21, 1920, when the organization was formally demobilized at a meeting held in the P. R. R. Y. M. C. A. building in West Philadelphia, which was handsomely decorated for the occasion. The Pennsylvania Railroad Band played the national airs.

A luncheon was served to 360 delegates, after which addresses were made by Mrs. George W. Childs Drexel, Mrs. J. Willis Martin, Brigadier General Smedley Darlington Butler and Thomas Lynch Montgomery. Mrs. George Dallas Dixon, the Chairman, gave a résumé of the work of the organization from the beginning, and unveiled a bronze tablet inscribed "Erected in Memory of 163 P. R. R. Boys who Died for their Country in the World War, and also to Commemorate the Patriotic Work of the Pennsylvania Railroad Women's Division for War Relief."

THE PENNSYLVANIA SOCIETY OF THE COLONIAL DAMES OF AMERICA

The record of the Pennsylvania Society of the Colonial Dames of America during the war years shows devoted patriotic service individually and collectively. The society voted its stand for preparedness, furthered all loyalty movements—"Made in America," conservation, non-hyphenism, etc.

Committees arranged their programs for the needs of the time. Talks on Washington, Lincoln and loyalty to our flag were given by experienced speakers, with translators, for groups of foreign men and women in the southern sections of the city.

Honor to our flag was impressed wherever opportunity could be made, and members were zealous in watchfulness as to any violation of the act entitled "Desecration of the Flag." The Board of Education was asked to have the school children taught to rise at the singing of the "Star Spangled Banner."

At Stenton, members met weekly to sew for the Belgian orphans; also, at Stenton, Saturday entertainments were offered to men from League Island, when groups of fifty were guests at picnic suppers.

A subscription fund of \$1,165 was raised and given with billiard tables, etc., to Chaplain Dickens for the equipment of a recreation room at League Island.

Committees for Liberty Loan and War Savings Stamps were appointed and

booths maintained in the various loan drives at Independence Hall and Fourth and Market streets with most successful results.

A resolution, addressed to the President of the United States, in January, 1917, protesting against the enforced deportation of the citizens of Belgium to an alien land was presented in person to the President by Mrs. Starr, President of the Society.

The Pennsylvania Society by subscription contributed \$6,000 of the \$60,000 given from the National Relief Fund of the National Society of Colonial Dames of America for the equipment of the operating room on the hospital ships *Comfort* and *Mercy*.

The War Service Committee kept in close touch with the service men, and through its comfort branch was able to give promptly material aid in many directions. The generous hospitality shown to the young service men, strangers within our gates, aided much in giving Philadelphia a never-to-be-forgotten first place in the hearts of hundreds of boys stopping here on their way overseas.

The Society was privileged to cooperate with the magnificent hospitality extended through the Council of the Historical Society to the service men and assumed the expense and entertainment for several Saturday evenings—1,100 men being present at their Christmas party. Especially prepared Easter Cards of greeting were mailed to 100 of our boys overseas. The compilation of Honor Rolls, listing names of sons and other close relatives, has been an interesting work. Names of 365 have been placed on the rolls. Thirty tribute trees were planted at Independence Square and on the Parkway.

The Society, in conjunction with the Red Cross, National League for Woman's Service and the Emergency Aid, erected two grand stands, seating 5,000 persons, from which their members and their relatives witnessed the 28th Division upon its return from foreign service.

Suffice to say that nearly every office and position of responsibility throughout the State in every field of usefulness has been filled by a Colonial Dame, with no thought of self in her endeavor to be of service to the country which their forefathers preserved for them.

OFFICERS 1917-1918

Mrs. James Starr, Jr., President; Miss Anne Hollingsworth Wharton, First Vice-President; Mrs. Samuel Chew, Second Vice-President; Mrs. Alfred Reginald Allen, Treasurer; Mrs. John C. Groome, Recording Secretary; Mrs. Joseph B. Hutchinson, Corresponding Secretary; Mrs. Charles Roberts, Historian; Mrs. Charles C. Harrison, Jr., Registrar.

Managers: Mrs. Alfred R. Allen, Mrs. Edgar W. Baird, Miss Laura Bell, Mrs. F. von A. Cabcen, Jr., Mrs. Alexander J. Cassatt, Mrs. Louis P. Evans, Mrs. John C. Groome, Mrs. Charles C. Harrison, Jr., Mrs. Charles Wolcott Henry, Mrs. Joseph R. Hutchinson, Mrs. Arthur H. Lea, Mrs. J. Willis Martin, Mrs. Arthur V. Meigs, Miss Lydia T. Morris, Mrs. David Reeves, Mrs. Charles Roberts, Mrs. John Conyngham Stevens, Mrs. James D. Winsor, Jr.

War Service Committee: Mrs. Nathaniel Seaver Keny, Chairman; Mrs. Stricker Coles, Mrs. George S. Comstock, Mrs. James de W. Cookman, Mrs. Baltzar E. L. de Mare, Miss Frances M. F. Donnel, Mrs. George H. Earle, Jr., Mrs. John L. Emerson, Mrs. Henry Preston Erdman, Mrs. William Sill Foster, Miss Daisy E. R. Grubb, Miss Katherine W. Howell, Mrs. Rowland Lippincott, Miss Helen Mason, Mrs. James S. Merritt, Mrs. C. LaBue Munson, Mrs. Marlin Edgar Olmsted, Mrs. Winthrop Sargent, Mrs. Hollinshead N. Taylor, Mrs. J. Mayhew Wainwright, Mrs. Henry Hunter Welles, Jr.

THE WOMEN'S LAND ARMY OF AMERICA

PENNSYLVANIA DIVISION

By MRS. CHARLES DAVIS CLARK

On the 13th of January, 1918, a meeting was held at Mrs. H. LaBarre Jayne's, 1035 Spruce Street, Philadelphia, by the National League for Woman's Service and the Garden Club of Philadelphia, to which members of the other garden clubs, the Society of Little Gardens, the Women's Suffrage League and other organizations were invited, to be told of the work already done, not only by the women of Europe and Canada, but also by the college units of America, and the imperative need of forming a Women's Land Army of America. The appeal met with enthusiastic response, and the work of enrolment was promptly begun.

For a short time the Land Army held its meetings at the rooms of the Council of National Defense. Later, they accepted the offer of a house at 2011 Chestnut Street for their headquarters.

Meanwhile meetings called at Pittsburgh by the Committee of Public Safety, the Women's Committee of the Council of National Defense, members of the Food Administration and farmers, for the purpose of organizing a women's Land Army, had created much enthusiasm.

Near Pittsburgh two Units were organized and the Land Army operated a fully equipped canning truck, which was planned by Mrs. Barron, of Pittsburgh, throughout Allegheny and the neighboring counties. In this way demonstrations were given in the smaller communities and in the less accessible rural districts.

In March, the National League for Woman's Service endeavored to meet in part the obvious need of trained workers by inaugurating a series of lectures open to the public, delivered by experts, on the care of poultry, the planting of truck gardens and kindred subjects.

The following appointments were made for the Board of Directors of the Land Army of Pennsylvania:

Mrs. J. Willis Martin, Honorary Chairman; Miss Mary K. Gibson, Chairman; Mrs. Nathan Hayward, Secretary; Mrs. F. W. W. Graham, Treasurer; Mrs. Clarence A. Warden, Committee of Units, Chairman; Miss Sarah Lowrie, Committee of Membership, Chairman; Mrs. Howard W. Lewis, Committee of Camp Standards, Chairman; Mrs. George W. Woodward, Committee of Finance, Chairman; Mrs. Frank Black, Committee of Recruiting, Chairman; Mrs. Stacy Lloyd, Committee of Farm Household Buying, Chairman; Mrs. H. L. Roberts, Committee on Standardization of Hours and Wages; Mrs. C. A. Warden, Committee on Farm Investigation; Mrs. Charles Davis Clark, Committee on Publicity.

The task which lay before these women was no light one; the public was not interested, the expense was likely to be very great, there were no precedents to guide them and much disapproval was openly expressed.

The directors realized that it was absolutely necessary that there should be no room for scandal, that the girls must be safeguarded in every way and that sanitation must be scrupulously considered.

An appeal to the public was made for funds to which there was some response, but comparatively little, most of the money needed being finally subscribed by a few individuals and organizations, while some of the units were



Courtesy of Frank W. Buehler, Stanley Co. of America.

On Parade.

financed by the garden clubs. The Federal Government having stated the need of forming a Woman's Land Army, it was thought that some assistance from it might be forthcoming, but the expectation was never realized, the whole burden, financial and otherwise, being borne by a few individuals and societies.

The following code was drawn up for those forming units:

1. A unit shall consist of a group of women who shall live together in one camp and shall go out together, singly or in groups, to work on farms nearby.
2. They shall live in houses or in tents furnished with good cots and other necessities, with conveniences for bathing and under conditions which insure decent living.
3. Each member, before being allowed to sign for service, must be examined by a physician and pronounced fit for work.
4. As it takes one or more weeks to become accustomed to the manual labor, no workers are accepted for less than four weeks and longer terms are to be preferred.
5. It is recommended that no women shall be required to work more than eight hours a day or forty-eight hours a week.
6. When they are engaged on other farms, some arrangement must be made to transport women to and from their work.
7. Two methods of payment are practicable—one in which the money is handed to the worker, she paying all her own expenses, the other in which the supervisor receives all money earned and the worker receives a percentage, her board and traveling expenses being provided for.
8. There shall be a supervisor in charge of each camp who is experienced in

managing young women. She shall be responsible for their comfort as well as the conditions under which they are hired out. When the unit is large, she must have a sufficient staff of assistants.

9. Whenever possible a recreation room should be provided and lectures on needed subjects are desirable.

10. To save traveling expenses, units should be drawn from the women living in the neighborhood, as far as possible.

The members of the units working near Philadelphia received \$15 a month each, with board and traveling expenses, the money they earned being paid into the account of the unit, to meet expenses. This has not proved to be the most satisfactory arrangement. There is less discontent when the girls receive the full amount they earn and pay a stated amount each week for board. But at the time of organization it was not known whether the women should be sufficiently employed to earn their own expenses. Given the conditions, this was undoubtedly the best arrangement.

Following is the table of occupation of those who worked in 1918: College Women, 17 per cent; Teachers and Students, 31 per cent; Professional Women, 11 per cent; Industrial Workers, 20 per cent; Women of Leisure, 18 per cent.

There was no advertising done at the beginning of the campaign but there were 400 names on the waiting list before the first unit was formed. Valuable assistance was given by the press in these early days.

No rent was paid. A sufficient number of houses were offered to accommodate all the units and some of the owners lent some equipment and gave valuable assistance besides. On April 2d, the first unit opened its quarters at Newtown Square. This unit, which was financed by the Garden Club of Philadelphia employed thirty-one girls at the height of the season, and was credited with 13,809 hours of work.

The largest of the units was backed by the gardeners of Montgomery and Delaware County Weeders Clubs and was housed at Berwyn. Seventy was the greatest number of girls employed at one time. They accomplished 23,820 hours of work, earned \$5,956 and the cost of maintenance was estimated at \$3.50 per girl per week.

The Chester Valley Unit was given temporary quarters at Whitford Lodge, which is a summer home for working girls. Before the season opened this unit lived in the lodge, meanwhile helping a carpenter construct a bungalow for themselves. They also helped in the work of cleaning and cementing an old stable, which was turned into a sanitary and convenient lavatory, besides a living room for themselves.

At the height of its season this unit had thirty girls at work; they earned \$4,750; they had 19,000 hours of labor to their credit and the cost of maintenance was \$4.50 per girl per week.

Four Land Army units were organized in Chester County and were brought together by the late Dr. Baker.

A unit was formed at Chester Springs which was unique. The workers were students of the Summer School of the Pennsylvania Academy of the Fine Arts, at Chester Springs, and they asked permission to grow their own vegetables by way of doing their share of war work. A plot of three-quarters of an acre of ground was assigned them and about twenty girls took part in the work. The National

League for Woman's Service provided an instructor, and the students not only raised produce for the school but also sold the surplus from house to house.

The National League for Woman's Service financed five units in or near Philadelphia. One was at Chestnut Hill; its home was a comfortable farmhouse. It had an average of fifty girls at work, accomplished 30,296 hours of work and earned between six and seven thousand dollars.

The Huntingdon Valley Unit was also lodged in a comfortable farmhouse at Willow Grove. Its greatest number of girls at one time was thirty, it was credited with 11,136 hours of work, earned \$3,603.30, and averaged a cost of \$4.50 for the weekly keep of each girl.

The Wynnewood was one of the first units to be at work. It was most comfortably lodged in a former coach house, on the estate of Miss Mary K. Gibson. As soon as its members began to go to work, Miss Gibson realized the imperative need of trained leaders, and to meet this she organized a training camp under the guidance of two graduates of Cornell College. The first course was begun early in May and lasted six weeks, the members being given board, lodging and tuition free, the only requirement being that they should at the expiration of the term sign up for the Land Army service. A second course was given for another set of leaders beginning on the 1st of July.

One more unit was organized by the National League for Woman's Service which had for its object the utilization of the work of women who could only give part time. About five acres of land in different parts of Germantown, which had hitherto been used as dump heaps, were secured and this was cleared and prepared for cultivation, and women were invited to sign for such hours as they could spare. The scheme excited much enthusiasm and over 250 women registered, with a net result of about thirty workers. Most of the women were absolutely untrained. It cost about \$1,000 to clear the land and tools had to be bought and a supervisor engaged. Fresh vegetables were successfully raised which sold readily, the workers having the first right of purchase. All expenses were met, all loans refunded, and at the end of the season there remained some hundreds of dollars in bank, which were divided amongst those who had done most of the work.

The great variation in the cost of maintenance is to be noted. It is accounted for in two ways. Some of the supervisors were marvelous managers and could make their money go a long way; but in addition some of the units possessed vegetable gardens where they raised much of their own produce, which they sold to themselves at wholesale rates. In one or two cases they had cows and poultry. In others they bought their own milk and eggs.

In all, 912 girls worked for the Land Army in the summer of 1918, and over six hundred names were on the waiting list for service, for whom there were no places. There was great need of their work, the farmers were calling for assistance, but the expense of placing units could not be further borne by the few who were willing and able to give, and the general public was not interested.

The health report was very satisfactory. Most of the workers gained in weight, and the majority were willing to sign up for the next year.

Great credit is due to the members of the Camp Standards Committee for the sanitary conditions which prevailed. Besides the constant inspection of the camps, they did their utmost to raise the ideals of living for the workers, and

they published some admirable leaflets on the subject which would be useful to all camp dwellers.

Some of the girls had had training, some had had none, but all were engaged at the rate of \$2 for an eight-hour day, or twenty-five cents an hour, which was a low price for even unskilled labor. The very farmers who criticised were nevertheless glad to get their help, and it was through their recommendation alone that the demand for their services so increased.

The Land Army was uniformly successful until the beginning of September, when the majority of the workers, most of whom had given their summer vacation to the service, were obliged to return to their regular avocations, at the very time when harvesters were needed. The acute shortage of labor then became apparent.

Advertisements were inserted in all the daily papers and several editorials were written urging all women who wished to do patriotic service to help gather the crops, but the response was small. One after another of the units was forced to close, and the remaining workers were gathered in one or two places to save housing expenses, going out in groups, sometimes a long way, to meet the desperate need of the farmers. Some of the farmerettes who had resumed their former occupations came out in bands on Saturdays and Sundays to help with the harvest. Nevertheless, the loss was tremendous.

New Jersey appealed to Pennsylvania to help gather her enormous crop of tomatoes, but Pennsylvania had no workers to send.

A uniform was obligatory, but each unit was free to decide upon its own, and in more than one instance blue overalls was the costume chosen. In others, a very long brown smock, worn over knickerbockers, was both practical and sightly. The workers took an honest pride in their right to wear a uniform, the more so when it was shabby from hard work. A brassard was also chosen—a shield shaped as a keystone, with hoe, rake and spade crossed, and the motto, "We Serve."

With scarcely an exception, the farmers who employed the girls were warm in their commendations. Though invariably hostile at first, and only engaging them when they had satisfied themselves that men were not to be had, they changed their opinions after trying them. The girls did every kind of work. They ploughed and hoed and weeded, dug ditches and built fences, picked fruit and packed it, cleaned stables, manure pits and pig pens, took care of horses, cattle, pigs and poultry, learned to run tractors and farm machinery.

They were especially good in the care of cattle, in dairy work, and in running the machines.

Strangely enough, the only real difficulty the directors had to meet was in getting women to do the housework. The meals were at times an almost insurmountable difficulty. There is not one case on record of a girl who was willing to help indoors, while only very few left because they found they did not like farm work.

The Woman's Land Army of America was about to hold its first annual meeting, and the National Board suggested that it be held in Philadelphia. The Pennsylvania Branch cordially welcomed the idea, and the meeting, which was held at the Art Alliance Club on January 11 and 15, 1919, was attended by about two hundred women, representing several states. It was decided to

continue the work of the Land Army for another year, though of necessity on a smaller scale. Miss Gibson having declined renomination as Chairman, Mrs. Edith Ellicott Smith was elected, with Miss Gibson as Vice-Chairman, Mrs. William Norris McCavley as Secretary, Mrs. E. L. Roberts as Treasurer and Miss Virginia W. McComb as Executive Secretary.

In some respects the task of carrying on the Land Army was even more difficult in 1919 than in 1918. True, the leaders no longer encountered the opposition of the former season, but the inspiration of the war conditions was lacking. However, eight units were organized and financed.

The names of these units and number of workers were as follows: Bridgeport, 8; Chesterbrook, 31; Dresher, 36; New Jersey, 8; Plymouth Meeting, 38; Private Estate, 11; West Grove, 20; and Whitford, 30.

Of these units three were not quite self-sustaining and three had a good cash balance at the end of the season. So the work was practically self-sustaining.

Wages varied from \$2 to \$3 a day, according to the type and experience of the worker. Even \$3 was a lower wage than was paid to the most ignorant man who helped on a farm. The girls made good and the reports of the employers were all favorable.

On August 27th a letter was received from the Secretary of Labor, stating that "As the labor supply is deemed to be normal there is no need of continuing the work of the Land Army."

It was therefore decided, at a meeting of the board held on October 17th, to accept the invitation received to affiliate with the Pennsylvania League of Women Workers—an organization devoted to the interests of girls forming a Land Army Committee, but ceasing to exist as the Woman's Land Army. This affiliation affords a link between those women who wished to do the work and those who wished to employ the women.

The Woman's Land Army of America, as a national organization, exists no longer. There is now no need for the women to do the heavy work they did in time of war. But because of the experience some have turned to agriculture as a means of livelihood. Some have accepted permanent positions on truck farms and dairy farms, some have established goat farms, and the short courses offered by the School of Horticulture for Women at Ambler and State College have been attended by a large number of eager students.

WOMEN'S PERMANENT EMERGENCY ASSOCIATION OF GERMANTOWN

By Miss ANNA M. JOHNSON

At the time of the Johnstown Flood in Western Pennsylvania, in 1889, a hastily formed women's committee did quick service in sending supplies to that stricken community. This committee was then organized into the Women's Permanent Emergency Association of Germantown, which has ever since held itself ready to help, sending clothing, other necessities, and money wherever disaster in this country called for public assistance.

When the appeal came for the Belgian refugees in 1911, the executive committee met on October 23th, forwarded \$100 at once, and arranged a public meeting

for November 2d, when \$500 was collected, and cut-out garments were given out to be made.

Workrooms were opened immediately and kept open from October 1914, to to June, 1915. When our country entered the war, they were used continuously until January, 1920; then regular work was discontinued.

As the war continued and the needs grew, the work broadened until final totals of 279 cases, containing 106,537 articles and \$28,661, had been sent to twenty-six relief organizations in eleven countries. The cases contained 65,300 surgical supplies and hospital comforts; 7,730 new garments; and 5,000 knitted articles, made by our workers, besides miscellaneous supplies of many kinds, food and condensed milk; also jams and 550 books for the A. E. F. Many knitted articles went to "our boys" in France, to training camps here and to the Navy.

Six thousand pairs of old kid gloves went to London for making windproof vests.

Five thousand dollars was raised to endow a scholarship in the Women's Medical College, Philadelphia, for training a medical missionary, to be known as the Women's Permanent Emergency Association of Germantown Scholarship.

Committees of Women's Permanent Emergency Association workers raised \$208,850 in the third, fourth and fifth Liberty Loan Drives, and also took part in the Women's Liberty Loan Parades in Philadelphia and Germantown.

The officers of the Association were:

President, Mrs. James Starr, Jr.	Treasurer, Mrs. Walter Penn Shipley
First Vice-President, Miss Charlesanna L. Houston	Recording Secretary, Miss Anna M. Johnson
Second Vice-President, Mrs. John H. Dye	Corresponding Secretary, Miss Salina B. McIlhenny

EXECUTIVE COMMITTEE

Miss Mary Allison	Miss Mary P. Huston	Mrs. E. Stanley Perkins
Mrs. Edward Goodell	Mrs. Edward V. Kane	Mrs. Joseph N. Ross
Mrs. William H. Haines	Mrs. John F. Keator	Miss M. Eloise Runney
Mrs. Robert B. Haines, Jr.	Mrs. Edward Mellor	Mrs. John M. Whitall

PHILADELPHIA'S RELIGIOUS ORGANIZATIONS



FROM first to last, the religious bodies of Philadelphia responded to the call of the country during the period of the World War. They rendered a service that can never be properly told. It was from the pulpits of America that the earliest challenges came for the awakening of the national conscience.

In 1911, as soon as the cry of Belgian children was heard, the churches began a systematic, cooperative campaign for alleviating suffering. As the days of the war lengthened, new problems were faced and met. Church buildings were opened for the meetings of committees, the clergy accepted additional responsibilities and directed new work, while the rank and file of church members became more and more active in all kinds of relief work.

When the United States unsheathed the sword to defend her own honor and the ideals of modern civilization, the Government turned to the churches of the country for practical aid. In Philadelphia there were 953 church buildings, and from each went forth the call to stern duty. By pulpit, and in chancel, the Stars and Stripes were placed, soon to be joined by the service flag with its stars of blue, many of which were later replaced by golden symbols of supreme renunciation. The service of the churches took on a more martial tone as their members turned to the God of Righteousness for guidance. National holidays became veritable "holy days," and the messages of the prophets of Israel, and of the Fathers of the Church, were redelivered with new meaning and power.

PROTESTANT CHURCHES

The churches were used directly and indirectly for recruiting the manhood of the city for military and naval service during the period of voluntary enlistments and after the Selective Service Act became operative.

The parish house of the Episcopal Church of the Good Shepherd, East Cumberland and Collins streets, was used from June to November, 1918, as the headquarters of Local Board No. 28. Frank H. Longshore, for thirty-three years lay assistant to the rector, the Rev. John A. Goodfellow—who recently celebrated the forty-eighth anniversary of his rectorship—served on the board, the other members being H. Watson Barras and Dr. George Sinnamon. Nine hundred men, exclusive of those inducted for special service, were sent through Local Board No. 28, and all were examined and drilled in the parish house. A welfare committee was organized and every man received a kit, containing various knitted garments, etc., and a box lunch to take with him on his trip to camp. The Church of the Good Shepherd holds a unique place among the churches of the city for this special piece of service, and no expense was spared to prove to the men the interest which the neighborhood felt in them.

The Federal Government made extensive use of the proffered aid of the churches during the Liberty Loan campaigns. Four-Minute Men addressed the congrega-

tions, many of which were organized for parish work for the loans. The American Red Cross established auxiliaries in a large number of church buildings or parish houses. The appeals for the War Chest and other relief agencies were made from pulpit and rostrum, and hundreds of thousands of dollars were collected.

The opportunity of meeting the social needs of the men at League Island, Frankford Arsenal, Schuylkill Arsenal, and of those on leave from Camp Dix and other adjacent points of mobilization, soon presented itself. In meeting it, two general lines of work were developed. In the first place, special services, entertainments, educational classes, etc., were organized and held. This work was carried out in the church, church parlors or parish house. In some places certain nights were set aside for definite weekly programs and men returned over and over again bringing others with them. Moving pictures, vaudeville and dances were arranged. Groups of men, from a half a dozen to several hundred, were invited to suppers which preceded an evening of fun. Many churches set aside certain rooms for reading, writing, smoking and games. Frequently the Sunday evening services were followed by a social hour, at which time the women of the church served refreshments. Again, the members of the churches took an individual interest in the men, inviting them to their homes for dinner or supper or for the week end. This touch of "home life" was appreciated more than anything else, for many of those in the service of "Uncle Sam" were from the out-of-the-way corners of this country, and were more "lost and lonely" in the crowds of Market and Chestnut streets than on their first day at camp. The friendships thus established lasted, and the United States mail was all the heavier as the result of the hours spent with foster-parents—and in some cases with "foster-sisters."

THE SHIP AND TENT CLUB

In 1898, immediately after the war with Spain, George C. Thomas, of the Church of the Holy Apostles, 21st and Christian streets, was greatly impressed with the importance of affording young men an opportunity for military training. On May 22, 1898, he formed the Charles D. Cooper Battalion, and in 1901 built the present Cooper Battalion Hall, 23d and Christian streets, for military and social functions. With the outbreak of the war with Germany the vestry of the Church of the Holy Apostles voted to place at the disposal of the Government any and all of its buildings for patriotic purposes. Cooper Hall was turned into a recruiting station for the Ambulance Corps, and later, owing to the fine facilities of the hall as a club house, it was taken over by the Canteen Committee of the Red Cross in the spring of 1917 as a club house for enlisted men, and the name changed to its present one, the Ship and Tent Club. In February, 1918, the Rev. George Herbert Toop, D.D., Rector of the Church of the Holy Apostles, assumed the management of the Club, placing Mr. C. Adrian Casner in charge as Managing Secretary.

The new management immediately started to renovate the building, adding shower baths and toilet facilities, the cafeteria, the canteen, moving-picture machine, and very considerably enlarging the pool room and sleeping quarters.

The Club in time became such a favorite place for the meeting of the enlisted men that thousands were entertained there each week. Frequently they traveled long distances in order that they might spend one night at the Club. Letters were received from France, from the south, and from other places, testifying to the

appreciation on the part of the boys of the work that was done there for them. It was frequently referred to by them as the "Gobs' Paradise."

Dances were frequently held, partners being furnished for the boys by the Club. No young lady was permitted to attend the dances unless her application for a card of admission was accompanied by a letter of recommendation from her pastor or priest, or some other trustworthy person.

On holidays, such as Christmas, Thanksgiving, etc., 500 to 1,000 men were guests at dinner followed by a special entertainment, the Club having a well-equipped stage for theatrical and other performances.

The Navy Department detailed Chief George W. Keough, C. M. M., U. S. N., to the Club, whose duty it was to see that the men were well cared for and to help in the preservation of order.

On Sunday nights the Club held religious services or moving-picture performances of a high quality.

There was an association of men known as the Host Association, headed by Willard C. Maston, who helped forward in many ways the life of the Club. There was also a Hostess Association which did most valuable and useful work along many lines of refining influence and helpfulness to the enlisted men coming to the Club. Some members of the Hostess Association were present every evening in the Hostess Room serving coffee, cake, etc., and acting as mothers, *pro tempore*, and big sisters to the boys so far from home.

During the "flu" epidemic the club house was turned into a hospital as an adjunct to the Navy hospitals of the city, and had the unique distinction of not having a single death occur among the many patients turned over to its care. The Rev. Charles P. Bispham, Assistant at the Church of the Holy Apostles, was the chaplain of the hospital during this period.

The Club at the present time is the headquarters of posts of both the American Legion and Veterans of Foreign Wars, and still numbers among its guests a club of yeomanettes of the Navy, while being always at the disposal of men yet in the service, and of the ex-service men who in time of great danger offered their all that the peace of the world might be insured, and who by God's goodness have been spared to return to the homes that gave them up.

CENTRAL CONGREGATIONAL CHURCH

The Central Congregational Church, at 18th and Green streets, although apparently handicapped by not being very "central" as to location, organized and directed a work that attracted the men from the Navy Yard as well as many who came to the city on furlough. The Rev. Dr. William V. Berg and his Assistant, the Rev. Mr. Bennett, together with their officers and members, met in the early days of the war to plan for eventualities. Rooms in the church were set aside for reading and writing, and books, magazines and stationery supplied. Another room was equipped with a pool table and "smokes" were provided. Every week entertainments of a varied character were arranged, and the general support of the congregation was enlisted by means of correspondence and personal solicitation.

The records show that some five thousand men had been entertained by the church, of which number over nine hundred had signed the "Affiliated Membership Cards." Thus those at home knew that their boys were continuing their

church relations. This membership plan was instituted so that strangers in the city might feel that they had a church home.

TENTH PRESBYTERIAN CHURCH

In June, 1917, the Tenth Presbyterian Church, 17th and Spruce streets, started a series of weekly socials for the men at League Island, which continued until May, 1919. The Sunday afternoon services were followed by supper and an evening of fellowship. During the time these entertainments and suppers were held, some five thousand men were received and welcomed at the church. They came from every state in the Union and from France, Belgium, England and Russia, as ships from these countries were in port at various times.

The members of the church took a personal interest in their guests and presented them with Testaments, mufflers, comfort bags and other gifts. A committee of women from the church visited those who were ill at the League Island Hospital and provided them with delicacies, books, pillows and afghans. Stationery was supplied, and at the church a room was set aside as a writing room, so that the men had a place to sit down in quiet, to send to the home folks an account of their experiences in Philadelphia.

A committee, representing the church, under the chairmanship of Mrs. Richard H. Wallace, met all of the expenses incidental to carrying on the work. This committee cooperated with the Naval Y. M. C. A. at League Island, and received the cordial help of Mr. Sutherland and his assistants there.

"KOZY KORNER KLUB"

In the spring of 1918, the members of Gloria Dei (Old Swedes') Church, Rev. P. R. Stockman, Rector, took great interest in the men of the Guard and Fire Company No. 302, whose duty it was to guard the Delaware River piers from Market Street to Greenwich Point, and they secured the rooms of the Seamen's Institute, at Front and Queen streets, as offering the best available quarters for a club for that service. Here was organized the "Kozy Korner Klub," which offered friendship and recreation not only to members of the Guard and Fire Company, but also to the gun crews of the United States Navy assigned to the cargo carriers and troopships, which came into the piers along the southern section of the city's water front, and to the men of the merchant marine. The Seamen's Institute cooperated by offering its facilities to the utmost, and the War Camp Community Service gave a weekly entertainment, in addition to which the Philadelphia Section of the Navy League and the National League for Woman's Service cooperated in providing games and records, victrolas, sweaters and other knitted goods and personal service. The Navy League and various individuals, representing the Colonial Dames and other groups of Philadelphia's people, served Sunday suppers at intervals to the Army and Navy men and to the seamen. On Monday evenings dances were regularly conducted for the service men exclusively, and this was listed in the printed weekly notice of the War Camp Community Service and allied activities. Men from the ships and boys along the water front and from the Navy Yard came to these dances, which were very popular.

Succeeding the armistice in December, 1918, a small tablet was unveiled in the auditorium of the "Kozy Korner Klub," naming it "Victory Hall," and marking it as the scene of the war-time activities of the "Kozy Korner Klub."

The Guard and Fire Company remained on duty until the fall of 1919, and continued to use the facilities of the "Kozy Korner Klub" until they were disbanded.

THE YOUNG PEOPLE'S SOCIETIES PHILADELPHIA CHRISTIAN ENDEAVOR UNION

One thousand one hundred and ninety-seven of the young men, who were members of the Philadelphia Christian Endeavor Union, saw service in the Army and Navy. Of this number, forty-four were killed or died from the effects of wounds or from disease.

While these members of the Union were away those at home participated actively in all forms of patriotic work. The Christian Endeavor Societies of the city held services every Sunday evening at the Navy Yard, and arranged various forms of entertainment there two nights a week. At certain periods, every night found the Christian Endeavor workers at League Island, ministering to the social side of the life of the sailors and marines.

BAPTIST YOUNG PEOPLE'S UNION

Thirty-five local Unions have an honor roll totaling 562 names of men in the service. No records were kept of the work done by the women but they engaged in practically every form of war activity.

For the men overseas, and in the camps away from Philadelphia, the Union provided comfort kits and sent Christmas boxes whenever it was possible. Hundreds of letters were written and those away were kept in touch with conditions at home.

For the men at League Island, the Union cooperated with the Y. M. C. A. and other agencies there. The homes of the members of the Union were thrown open to sailors and marines, and in many cases letters were sent to the Unions or other church societies to which the visitors belonged.

Reports from the members of the Union show that they continued their interest in Christian work, and one West Philadelphia man organized a B. Y. P. U. at Balboa, Canal Zone, where he was stationed. His home society sent a Bible to the officers and members of the newly established Union. The Philadelphia B. Y. P. U., with contributions from a number of the local societies, presented a beautiful silver communion service to Chaplain I. C. Woodward, U. S. N., serving on the U. S. S. *Martha Washington*.

YOUNG PEOPLE'S CONFERENCE OF THE REFORMED EPISCOPAL CHURCH

The Reformed Episcopal Church is one of the smaller denominations in Philadelphia, nevertheless 167 of the young men who belonged to its Young People's Conference served with the colors. Those who remained in civilian life and the women of the Conference, took an active part in war work, and every effort was made at all meetings to make patriotism the keynote.

Five students at the Theological Seminary of the Reformed Episcopal Church, in Philadelphia, did special war work. The Rev. Dr. Stevens became a chaplain and died in Paris. Hugh McL. Newland served for two years with the Army Y. M. C. A. in camps in this country. Walter H. Stark, before the United States

entered the war, went to Canada and was sent out with the British Y. M. C. A., to India, where he served for over two years. Two other students sought enlistment in the Navy, but were rejected on account of defective eyesight.

BROTHERHOOD OF ST. ANDREW

At the outbreak of the war the Brotherhood of St. Andrew, of the Protestant Episcopal Church, organized an Army and Navy Department, and established its central office in Philadelphia, from which its war work throughout the country was directed. This office kept a record of all Episcopalians in the service, an honor roll of more than one hundred thousand names. Each man, whose name was entered on the records, received from time to time letters of good cheer and encouragement. Hundreds of young men in the Army and Navy wrote regularly to the central office, and all requests for literature and personal necessities were promptly met.

Although the Brotherhood had no fund at its command for the supplying of such needs, it did have a list of private donors only too glad to comply with any request made by a man in the service. *St. Andrew's Cross*, the Brotherhood magazine, went monthly to thousands of men both in the camps in this country and overseas. To keep the machinery of this national office in working order a force of from twenty to thirty clerks and stenographers was maintained throughout the war period, and the dissolution of the Army and Navy Department only occurred in October, 1919, when demobilization was practically completed and the men had returned to their homes.

Of the eighty-two camp secretaries employed by the department and recruited from every part of the United States and Canada, eight were from Philadelphia and suburbs. One of these eight gave his life in service while working among the marines at Paris Island, S. C., his death occurring during the influenza epidemic of 1918. A Philadelphia Brotherhood man who contributed his work through almost the entire war period held religious services regularly for some months at Pier No. 19, in Philadelphia, ministering to the sailors located at that point. Brotherhood men in all sections of the city cooperated in the work done by various welfare organizations, in caring for the enlisted men. For some time also one of the most experienced camp secretaries made his headquarters in Philadelphia and devoted his time to assisting the individual cases which continually poured into the headquarters office during the first months of demobilization. Spiritual or material aid was rendered as the case demanded. In many instances he was able to turn over a returned man in need of help to the local Brotherhood Chapter nearest the man's home. The case was then attended to by local organization.

One feature of the work of the Army and Navy officers in Philadelphia was that of keeping track of Episcopalians transferred from camp to camp and from station to station. Brotherhood camp secretaries or Episcopal chaplains in camps throughout the country sent frequent lists of Episcopalians transferred from one camp to another, and the Philadelphia office submitted these lists to the proper authority in the camp to which the men were transferred, thus insuring a church welcome to all such men arriving at a new camp. In this way the central office cooperated closely with Chaplain Dickens and his efficient staff of workers at the Philadelphia Navy Yard.

When the time came to welcome the men home, organizations were formed in almost every Episcopal church in the city, called Church Welcome Committees.

These committees were organized under the direction of workers sent out by the central office of the Brotherhood's Army and Navy Department. The plan was not confined to this city, but was also in operation throughout the country. These Church Welcome Committees were made up of the older men of the church and the sub-committees were formed with definite duties assigned to each. The sub-committees made themselves responsible for the spiritual, material and social welfare of the returning men. Social functions were planned to welcome them, jobs were secured for those in need, or positions of a superior character for men who wished to make their return home the beginning of broader and more useful lives. Last, but not least, it was the aim of the Church Welcome Committee to induct the returning man into the vital life of the church and make him feel the parish's need of him and his work. Sixty such committees were formed in the diocese of Pennsylvania, forty-five of which were in the city of Philadelphia.

BUSINESS MEN'S WAR COUNCIL OF THE POCKET TESTAMENT LEAGUE

In April, 1917, the Pocket Testament League was organized to provide for the distribution of Testaments. From this date, work has been carried on in the Army and Navy camps by trained personal workers who have given out over four hundred thousand copies. Of this number, considerably more than one-fourth, or in round figures, some one hundred and twenty-five thousand men have signed pledge cards as an expression of their acceptance of Christianity and of their determination to read their Bibles daily. These cards have been sent to the pastors and church leaders of the men's home communities in order that those naturally most interested in the welfare of the men might know of their newly made decisions. Two of the best workers were sent out with the A. E. F., and carried on their work for six months or more with splendid results.

An Industrial Department was created, and an ever-increasing number of factories and shops are cooperating with the Council for noonday meetings.

The morale of the men in service, as well as those engaged in the manufacture of munitions and other war materials, was greatly strengthened by the practical work of the Council, and its activities are being continued with the regular Army and Navy, and in industrial plants.

The general activities have been directed by Philadelphia men. The officers include Joseph M. Steele, Harry E. Paisley, A. L. Wood, G. Percy Fox, J. Lewis Twadell and Allan Sutherland. Among the secretaries who served during the period of the war were: E. W. Rushton, James B. Wolfe, J. Herbert Rue and George T. B. Davis.

PROTESTANT EPISCOPAL CITY MISSION

Among the organized church agencies in Philadelphia which first responded to meet the needs of men and women because of the war, was the Protestant Episcopal City Mission in charge of Dr. William H. Jeffreys and the Rev. H. Cresson McHenry. A Bureau of Information and Coordination was opened in order that various activities might be directed into proper channels and duplication

of effort prevented. After this bureau had operated for some six months the diocese formed its own war commission and the bureau was closed.

As one of the permanent relief organizations of Philadelphia, the City Mission kept up that important service. All of its regular departments continued their work, and special attention was paid to the needs of service men and their families. All service men who applied for admission to the Home for Consumptives were taken in, and through the Home Tuberculosis Department others were placed in institutions elsewhere, or provided with special food and sick diet in their own homes.

WORK AT THE BETHANY BROTHERHOOD HOUSE

The war-time work of Bethany Presbyterian Church was started by the women of the congregation under the leadership of the late Mrs. Mary Fales, a sister of John Wanamaker.

Committees were organized, and many articles of clothing and other necessities were made for the men in service, both abroad and at home.

Hundreds of men were entertained at the homes of the church people and thus enjoyed the quiet pleasures of the hearth-side.

On July 21, 1917, the Bethany Brotherhood House, 2115-23 South Street, was thrown open to the men in service and its full equipment placed at their disposal. One hundred and sixty men were present at the opening night and were addressed by Mr. Wanamaker.

One hundred beds were installed and other comforts provided. All work was done without any cost to the men and that they appreciated the hospitality of the Brotherhood House is evidenced by the many letters which came back from the men themselves and from their relatives, who had heard of the church's work. George Kugler was in charge at the Brotherhood House.

THE LUTHERAN SERVICE HOUSE

The Lutheran Church provided for Philadelphia an unusually attractive Service House in which hundreds of men found a real touch of home.

The work was under the general direction of the National Lutheran War Commission.

The Lutheran Women's League of Philadelphia, of which Mrs. Charles L. Fry is President, undertook the special conduct of the Philadelphia Service House. The handsome home at 509 S. Broad Street, which was formerly the residence of Colonel E. V. Morrell, was rented, and a special Service House Committee, with Mrs. William P. M. Braun, Chairman, was appointed. The principal aim of the Committee was to establish a real home—not merely a public meeting place for the soldier, sailor and marine.

The many expressions of gratitude and appreciation proved that the aim was realized and the name of "Home, Sweet Home," frequently given.

The house, being one of the finest residences in Philadelphia, with its spacious hall and rooms was readily given the home atmosphere which endeared it to so many service men. A large music room with piano, victrola, good pictures and rugs, afforded opportunity for music and informal entertainments.



Music Room Lutheran Service Club

A game room was always open and many pleasant hours were passed there.

The library and writing room, where quiet reigned, was usually full of men who were grateful for a chance to read and write with such restful surroundings.

In the green and white dining-room with its clean glass top tables, delicious meals were served. The Lutheran Churches furnished committees of women and girls who cooked and served meals "just like mother did"—and the expressions, "Some chow," "Best I've had since I left home," testified to the grateful appreciation of the boys.

The third and fourth floors contained beds—the criticism of those being "they were too good." These rooms were attended to by volunteers from the various churches. The service throughout the house was one of love, prompted by the desire to surround our brave boys with the comforts of home. The members of all committees put aside all other engagements and gave their time willingly and cheerfully.

The success of the Lutheran Service House was largely due to the personal thought and care given; the men were not dealt with en masse but as individuals; birthday parties and other features of personal interest made men feel that "Somebody really cares."

The Lutheran Service House was opened for soldiers, sailors and marines February 1, 1918, and closed April 15th, 1919. About 25,000 men were guests during these days and many visitors enjoyed the comforts of the house.

The members of the Committee were: Mrs. Charles L. Fry, Mrs. Enos Reeser Artman, Mrs. William T. Tomner, Mrs. Joseph F. Hartman, Mrs. Adolph Woll, Mrs. Burton C. Simon, Miss Bertha E. Heid, Mrs. William P. M. Braun, Chairman.

OLD ST. STEPHEN'S CLUB - 1917-1919

Old St. Stephen's Club had its inception in the desire to provide shelter and wholesome entertainment for the thousands of sailors, soldiers and marines who poured into Philadelphia with America's entry into the war, and who drifted aimlessly about the streets, often falling a prey to the vicious element of the city. Situated in the heart of the city, St. Stephen's Church was peculiarly adapted for this work, and its Rector, Dr. Carl E. Grammer, and the Associate Rector, Rev. Frederick B. Keable, welcomed the opportunity to help these lads who were going overseas to fight our battles.

Work was early begun among the sailors at League Island. On June 10, 1917, two hundred boys from the Navy Yard were entertained at dinner at the City Club by members of St. Stephen's, and the question was asked, "How would you like to have a club house of your own, where you may meet your friends, read or write your letters, and enjoy a good entertainment every evening?"

The proposition met with an enthusiastic acceptance; the Sunday School building was quickly fitted up, and on June 25, 1917, it was turned over to the boys, the opening concert being given by the crew of the *Indiana*. The building and its furnishings were of the simplest, but this feature was appreciated by the club members, as there was nothing too fine for use. The front room downstairs held the office desk, tables fitted up with stationery for correspondence, reading matter, a victrola, and a piano which was in constant use day and night. The back room contained several pool tables and a shuffleboard which were much in demand. Between the two a circular counter enclosed the domain of the stewardess who served a buffet luncheon at five o'clock and again at half past nine, free of charge. Needless to say this feature of the Club was appreciated, and Mrs. Place, who presided rosy and smiling over her volunteer assistants, was one of the most popular members of the staff.

The affairs of the Club were administered by an Executive Committee, with Andrew Luffbarry as Chairman. Howard Reifsnnyder was at the head of the Financial Department, securing contributions from public-spirited citizens all over the city. E. W. Moore, Director of the evening entertainments, was assisted by musicians, elocutionists and dramatic societies. The moving pictures were a popular feature. The Club had its own machine, and films were generously furnished by the various motion picture corporations of Philadelphia. Theatre managers were also kind, chief among them being H. T. Jordan, Manager of Keith's Theatre, who gave the entire evening entertainment for eighty-one successive Wednesdays.

The registration system of the Club was a great success and furnished valuable information to the families of a number of the men. A like service was rendered by a card sent to the family of each visitor which read as follows:

"Our Club has welcomed and entertained over 200,000 soldiers, sailors and marines in the service of our country. It seems to us that in these anxious hours you will be comforted to learn that your son is in good health and has chosen to use our club house and accept our entertainment and good-fellowship. We are deeply interested in him and his comrades and will help him in any way we can. God grant that he may return to you whole in body and unstained in soul."

Many appreciative letters were received in return for this card from parents who were rejoiced to know that their boys were well and safe "in such a fine religious place" as one good woman put it.

THE ROMAN CATHOLIC ARCHDIOCESE OF PHILADELPHIA IN THE WAR WORK

RIGHT REV. HENRY T. DRUMGOOLE, D.D., LL.D.*

The detailed history of the great agencies of the World War cannot be fully written for years to come; today, only a broad outline can be fairly traced. The Federal and State Governments and many historical organizations are gathering and preparing statistics, but all acknowledge the vastness of the task and the need of time for collecting and ordering data. No such great event had ever happened so quickly; and never was there such a mobilization of gigantic forces.

The part played, therefore, by the Catholic Church and the Catholics of Philadelphia can, at this writing, merely be indicated; later, fuller details, now agathering, will be set down with historical calm and, so far as possible, in exact figures and language. It should be noted here that the work of the Knights of Columbus is not included in this statement; their report appears under a separate heading and treatment. Neither is there any attempt made now to formulate the activities of various societies of Catholics. This account is meant merely as a modest outline of the endeavors of the Catholic Church in Philadelphia to help win the war, to make the world safe for democracy, to help the fighters and their families and to give assistance to the needy of Europe.

In the first years of the war, while the struggle was confined to the nations of Europe, numerous appeals were made to the Archbishop of Philadelphia for aid for the widows and orphans of the contending peoples, and his approbation was sought by the International Red Cross and kindred organizations for their methods and for means to alleviate suffering and privation in the war-wrecked countries. All these requests were honored, and so far as possible helped. Within three years two diocesan appeals were issued in behalf of the Belgians, which realized nearly \$25,000. The returns from the first collection were sent direct to Cardinal Mercier; and from the second, approximating \$10,000, to Cardinal Gibbons. The French, Italian, Lithuanian, Polish, Slavonian, and Greek Ruthenian committees solicited financial aid for the poor and afflicted of their respective co-nationalists. When war was formally declared by the United States, the national and local committees, appointed and self-appointed, were innumerable. Many meetings of these committees were approved and fostered; and if the data were filed of the donations and subscriptions, the Philadelphia diocese would occupy an enviable place among the dioceses of the United States of America for its charity and generosity.

While the European struggle was on, the United States had its own difficulties in Mexico and on the border. Philadelphia was the first to send help to care for the spiritual needs of the Catholic soldiers mobilized in Texas.

No clearer indication could be given of Catholic patriotic spirit, love of country, sense of duty to the Government, unity of purpose and effort, than the constant, enduring and helpful efforts of the Catholics of Philadelphia under the unvarying leadership and direction of the three successive Ordinaries—Archbishop Prendergast, Bishop McCort, and Archbishop (afterwards, Cardinal) Dougherty.

Prior to America's entrance into the conflict, as early as March 24, 1917, *The Catholic Standard and Times*, the official organ of the Archdiocese of Phila-

*Chairman of the Historical Committee, National Catholic War Council; Member of the Pennsylvania War History Commission.

delphia, carried an editorial, "Driven to the Brink," in which occurred these words: "War is now at our doors. It can no longer be averted. President Wilson did all he possibly could, by night and day, to stave it off; but he was forced by the pressure of outraged opinion to take the penultimate step—the calling together of Congress to consult for the honor and safety of the country. The date fixed for the muster is the 2d of April. If Congress declares war, we may not go to it with the light heart that Ollivier, the French War Minister, boasted of in 1870; we can do so with what is better—a clear conscience as a government—and leave the event with God."

On April 5, 1917, the day before war was formally declared by the United States, Archbishop Prendergast issued the following letter to his clergy and laity:

"While the Catholic Church commands your obedience in things spiritual, the land of your birth or adoption has exclusive claim to your allegiance in all that regards the civil order. This is a doctrine which you have been trained from your infancy to believe and observe. We exhort you, therefore, in the great crisis through which we are passing, to comport yourselves as loyal, patriotic citizens and to uphold the authorities by every means in your power in whatever measures they see fit to adopt for the safety and dignity of the Republic. Our fathers in the faith had no small part in establishing and maintaining this home of freedom. We view their achievements with justifiable pride, and to them, as to the other heroes of our nation, we will look with grateful reverence. May we in this and in all emergencies prove ourselves their worthy children, ever ready, even as they, at the call of country, to stake our lives, our fortunes, and our sacred honor." This letter is a keynote of the Catholic disposition and readiness in the great emergency.

It is said that the Catholic Hierarchy was the first religious body in America to pledge its support to the Government in the conduct of the war. Of this body, the Archbishop of Philadelphia was a prominent and active member. In a meeting at the Catholic University, Washington, in September, 1917, the Archbishops of the country formulated a letter to President Wilson in which they said, "Our people now, as ever, will rise as one man to serve the nation." One month before this meeting, and in preparation for it, the Archbishop of Philadelphia favored and fostered the formation of a National Catholic War Council, which should look to the material and spiritual aid of the chaplains who would be required for the soldiers. Under Philadelphia influence, the whole conception was broadened to include every species of work and help that would be necessary, and to organize all the Catholic forces throughout the country. As a consequence the National Catholic War Council undertook, and in a great measure accomplished, the coordination of all Catholic available resources and of all Catholic men's and women's societies throughout the United States. All these forces were directed to the winning of the war, to the spiritual, moral and temporal welfare of the soldier, to the care of the soldier's family and to the heightening and steadying of the general morale in and out of the camps.

From the National Catholic War Council came the National Catholic Welfare Council, eager and ready for reconstruction work and for the deepening and preservation of the American spirit. Every faculty of the Catholic Church—its manhood, its womanhood, its priesthood, its sisterhoods, its churches, schools and hospitals—were prepared, and lined solidly behind the President and the nation. Spiritually, in upholding religion and morals, in readiness to serve the wounded, the

sick and the dying; intellectually, in upholding right principles of government and order; materially, in supplying man-power and funds—the Catholic Church was ready to accept her share of leadership and service, to do her part. All her forces, spiritual and temporal, were ready for a just cause, as were the Army and Navy of the nation.

"Philadelphia's contribution to the Government in the present crisis is monumental and no sacrifice has been considered too great. From that memorable Good Friday, 1917, when war was proclaimed, every measure has received generous support from prelate, priest and layman. The work of the Catholics in this diocese in the Liberty Loan Campaigns, the Red Cross, Knights of Columbus and War Chest drives, and all other kindred activities, is still fresh in the minds of all." "It has been claimed that Philadelphia led the Hierarchy of the country in subscribing to the Liberty Loan." "It will be the first time, I am informed," said H. Wilson Moorehouse, of the Federal Reserve Bank Committee, "that the Catholic Church has done anything of the kind. The fact that the Archbishop of Philadelphia has given us assurance, of course, is significant of the Church throughout the country, as I understand it."

It is estimated that 20,000 Catholics from America died in the war—practically 20 per cent of all the casualties. At least 1,000 Catholics of the Diocese of Philadelphia made the supreme sacrifice. More than 900 names of these heroes are on record today, with nearly one-third more parishes to report. We have no accurate number at present of the number of Catholics from Philadelphia who served in the United States forces during the war; but it is confidently believed that when the lists are completed, Philadelphia will be found to maintain the high average of Catholic contribution of men for Army, Navy and Marine Corps. Whole societies of young men entered the service, most of them volunteering. The records of one church society reads, "Club closed until after war; all members in Army." Thirty-two Philadelphia priests were Army or Navy Chaplains—more had volunteered and were waiting the word of call. Indeed, all priests under forty years of age were asked by the Archbishop to offer their services, and his Grace publicly notified his people that he was ready, if necessary, to rob the churches of their needed clergy, to meet the need of chaplains for Army and Navy; and every rector gave his assent.

Before our entrance into war, our Catholic women had formed Red Cross branches and were aiding the needy in Europe. As the Red Cross feature of Catholic war activity is treated of formally in the Red Cross report, only a few lines of statement will be made here; but it may not be amiss to call attention to the fact that the "Red Cross" and the Red Cross service were initiated by a Catholic priest, Saint Camillus of Lellis, in the sixteenth century. Pope Sixtus V. granted permission to him and his coworkers to use a red cross as the distinguishing mark of the society of nurses to be formed to minister to the sick and the wounded. These Red Cross nurses of Saint Camillus cared for the people, particularly in time of pestilence and of war. They served here in America, long years ago, in Peru and in Mexico; they looked after the wounded in the wars of Mexico as late as the year 1821.

The Catholic women of Philadelphia formed Auxiliary 133 of the Red Cross two weeks after our entrance into the conflict. They sent to the front 350,000 surgical dressings, and were paid the high compliment by the War Department of having their dressings passed without re-inspection. The stamp, "War



A Field Mass.

Auxiliary 138," was taken as sufficient guarantee. Both the quantity and the compliment speak volumes for the work done. They received their supplies of wool in 300 and 100 pound allotments, and returned to the Government each fortnight a truck load of sweaters, socks and other "comfys" for overseas use. Their membership was 3,000, not numbering the juniors. Six large convents, as well as many parishes, formed centers. As the Senior Red Cross had anticipated the war and the call for laborers, so too, the Junior Red Cross was planned and in operation before the President's request had been published. All these activities were largely the inspiration of the members of the Alliance of Catholic Women. Everything that a woman or a girl could and should do for the soldiers and the nation, our Catholic womanhood undertook. Many were formally joined to avowed Catholic societies but many, too, had associated themselves with general organizations.

Philadelphia Catholic women were represented in every movement—some here, some overseas. The National Catholic War Council had opened a training school in Washington for social service work in Europe and at home. Our Philadelphia girls and young women attended this school and did their share at home and abroad. One of the largest works accomplished by the Philadelphia Alliance of Catholic Women was the conduct of the Benedict Service Club, which had been established in Philadelphia by the National Catholic War Council, for all men in service, and named by it in honor of Pope Benedict XV. Here the women served night and day, and ministered to every want of the soldiers and sailors, who found in this club house every comfort and help. The report of the Benedict Service Club showed that during eleven months it received—mostly from Camp Dix, Camp Meade and the League Island Navy Yard—223,233 soldier and sailor guests. It supplied during the same period, 55,613 lodgings and 131,809 meals. The monthly attendance varied from 10,500 to 30,318. The Alliance of Catholic

Women gladly gave their services to the entertainment of the soldiers and sailors. The entertainments were under the management of a joint committee representing all the Catholic societies of Philadelphia. These are only some of the women's work for the soldier. The hospitals were ever ready to render all the needed help and medical care and nursing. The National Catholic War Council especially fitted the Misericordia Hospital for soldier service. All the other Catholic hospitals held themselves ready for every emergency and organized special departments of social service and care.

No more helpful or heroic duty was performed during the war than the nursing of both soldier and civilian during the fatal epidemic of influenza that raged in Philadelphia during October of 1917. Sixteen soldiers, a lieutenant and his fifteen men, were passing through the city under military orders and were encamped in the City Hall. Over night they developed the dread disease. The Philopatrian Club was at once offered for the care of the men. At ten in the morning it was a luxurious club house, at five in the afternoon it was a splendidly equipped hospital. Forty Sisters at once took charge of hospital and patients. The same thing was enacted at the dismantled Medico-Chirurgical Hospital. Trained nurses had been arranged for and volunteer nurses had been secured, but the physicians were at their wits' end for lack of help. Archbishop Dougherty was appealed to towards bedtime one night, and promised that in the morning a sufficient number of Nuns would be at the new emergency hospital. And so the work of the Catholic Sisterhoods grew. Hospital and workhouse were supplied; and then the call came from the helpless dying in private houses. More than 2,200 Nuns left their convents and schools and went wherever needed, making no distinction of color, race or religion. All the Catholic Sisterhoods offered volunteers; all gladly risked their lives, some lost theirs in this splendid work of mercy. Archbishop Dougherty gave permission to utilize all church buildings—particularly parochial halls and schools—for hospital purposes. Again, every agency of the Catholic Church was turned to the needs of the hour—and the needs were great indeed, and the hour one of the darkest in Philadelphia's history. The priests were everywhere visiting and looking after the sick and dying themselves dying in consequence; laymen and laywomen and all organized agencies turned to give a helping hand. Two hundred and twenty-five ecclesiastical students of the Theological Seminary volunteered as orderlies and nurses in the hospitals and large institutions. Many of them buried the dead, when no one could be had to dig the graves. In one cemetery alone, whose yearly number of burials was 5,000, the seminarians buried 2,600 corpses in a month. To do this they worked many times far into the night. The Chairman of the Soldiers' Aid Committee of City Councils said: "For the care given the lieutenant and his fifteen men who were brought to this city and taken to the Philopatrian Emergency Hospital for treatment, no statement of our appreciation would be exaggerated." One of the medical chiefs said: "In thirty-three years' experience in city hospitals I never witnessed such heroic devotion to duty as that manifested by these Sisters. I have never seen a greater demonstration of real charity than has been given by the Sisters in their nursing of the sick, irrespective of the creed or color of the victims, wherever the Nuns went." Mayor Smith said: "Immediate relief was the result of the aid afforded by the Archbishop. Beyond any doubt the work of the Roman Catholic Church resulted in say-

ing innumerable lives." Archbishop Dougherty met the crisis promptly and efficiently. His forces answered every call and without delay.

The two great sinews of war were men and money. Not only did the Catholics give their share of fighting men, but the Catholic Church did everything in her power to deepen their sense of duty, to sanctify their endeavors and to hallow their sacrifices, deaths and memories. Service flags were raised in every church, and as a church function. Sermons and rallies were innumerable; prayers were unceasing—not for slaughter, not for a vain, brutal victory, but for the triumph of the right. Every spiritual and moral safeguard that could be thrown around the soldiers, and about the non-combatants, was employed, and every spiritual and moral helpful force that could protect innocence and recover the prodigal was made use of, regardless of sacrifice.

In the raising of funds, too, the Catholic Church did her full share. The matter of the First Liberty Loan was quite new to the people and not so generally organized, but active participation was obtained from every pastor, under the leadership and inspiration of the Ordinary. In the Second Loan the Catholic Church took the lead in the Third Federal Bank Reserve District, and every influence possible, from the Archbishop down, was used to promote the Loan. Appeals were read from every Catholic pulpit, and pastors were empowered to use any available church funds in purchase of the bonds. There was scarcely a parish or institution in the Diocese that did not invest—some in the thousands—and that did not form committees or parish organizations to promote the Loan.

In the Third Loan the activities of the Catholic Church were even greater than in the Second. The Fourth Loan was the greatest effort and produced very satisfactory results. To the amounts that were credited to the churches must be added the subscriptions of the Knights of Columbus, and the subscriptions credited to the Foreign Language Division of the Liberty Loan Committee, many of whose workers were Catholics.

The great force of the Church's financial help cannot be named in figures or estimated merely in dollars; it was the united effort of archbishop, priest and people, both as to the working force in obtaining subscriptions and the moral force to subscribe to the Loan. In some parishes an active house-to-house canvass was made, through their Church Collections Association, and every individual wage-earner subscribed for at least one bond. A number of parishes reached the half million mark in some of the individual drives, and more than once. One small parish subscribed \$71,000.

In the Third Loan more than \$3,000,000 was credited to the work of the pupils in the parochial schools and Catholic convents and colleges. With only 50 per cent of the parishes reporting, nearly \$7,000,000 of subscriptions were credited to the Catholic churches in this Loan; \$10,000,000 of subscriptions were reported for the Fourth Loan—with more than 20 per cent of the parishes to be heard from. Archbishop Dougherty had accepted \$17,000,000 for the Catholic share of the \$50,000,000 allotted to all the churches, and it is believed that every dollar was paid in.

In the Victory Loan more than \$6,000,000 is of record—always not including Knights of Columbus, the Foreign Language Division or private subscriptions.

The labors of the men and the women who had to stay at home—how they

opened their club houses and their homes to the soldiers, how they provided for the men in the service the little things that counted so much, how they bought and sold bonds and war stamps, would require space beyond reasonable limits of this presentation. Some day the full story of America's sacrifices and achievements will please God, be told at least in some detail. Some day, too, the work of the Catholic Church will be made manifest. Then, so far as Philadelphia is concerned, the patriotism, the deep spiritual concern, the thirst for helpfulness to country and to mankind of Archbishop Prendergast, of Bishop McCort, of Archbishop (now, Cardinal) Dougherty will be better known. Then, too, will the generous work of the Catholics of Philadelphia, and the magnificent sacrifices of the Knights of Columbus, be given a merited prominence in the great agencies of the World War.

"America turned the scales in favor of the Allies, and the world can thank the United States for victory. Our soldiers and sailors have covered themselves with immortal glory. Our country will now doubtless enter into a new epoch of greatness. She should henceforth lead all nations, not only financially and industrially but also in the cultivation of religion and democratic ideals." This was the "Peace" statement of the Philadelphia Catholic journal. The Catholic Church through its National Catholic War Council did its share for right and justice and humanity, in the days of the war. Now, in the days of peace, it will, through its Welfare Council, make for the cultivation of religion and of democratic ideals.

THE WAR ACTIVITIES OF THE JEWISH CONGREGATIONS AND OTHER JEWISH ORGANIZATIONS OF PHILADELPHIA

By RABBI LEON H. ELMALEH, Congregation Mikveh Israel

The Jewish organizations, societies and groups of one sort and another that engaged in various war activities were so numerous, and their efforts covered such a wide field, that it would be impossible, within the limits of this work, to enumerate their accomplishments in detail. It may be said, in brief, that there was no Jewish organization or institution in existence at the time of the war that did not engage in war work. And in addition, many Jewish associations were created for the express and sole purpose of war activity—chief of which, of course, was the Jewish Welfare Board, a nation-wide organization. For the rest, the most comprehensive idea of Jewish war work in this city can be given by an account of the activities of the most important institutions, and of their leaders.

Congregation Adath Jeshurun (Broad and Diamond streets) organized a Red Cross Auxiliary No. 52, which met weekly throughout the war and for several months thereafter. Under the auspices of this auxiliary, and of the Congregational organization, "The Adath Jeshurun Assembly," Liberty Sings and entertainments were arranged at the synagogue for men at near-by camps. Seventy-five men of the congregation went into the service, serving on land, water, or in the air. Three of them were killed on the field of battle: Morris Goldstein, Aaron L. Price and Henry Frank Singer. The men and women of the Congregation and the Boy Scout and Girl Scout Troops of the Congregation participated in every Liberty Loan drive. The Congregation has placed a bronze tablet in the synagogue in honor of those who served and fell. Rabbi Max D. Klein, minister of the Con-

gregation, spoke at Camp Dix, Camp Lee and Cape May, under the auspices of the Jewish Welfare Board.

Congregation Beth Israel (32d Street and Montgomery Avenue) maintained a Red Cross Auxiliary. Eighty-five young men of this congregation were engaged in the various branches of the government service. Six of them gave their lives to their country: Captain Frederick D. Clair, Sergeant Irving S. Clair, George Katz, Jerome Marks, Alexander J. Roth and Benjamin Spitzer. The Daughters of Beth Israel took a very active part in Red Cross work and Liberty Loan drives. The officers of this organization included Mrs. Fannie B. Lesser, Mrs. Alexander Block, Mrs. Samuel Herbach, Mrs. William M. Lewis, Mrs. S. Belle Cohn, Mrs. Max S. Apt and Mrs. Arthur Cohen. Rabbi Marvin Nathan, minister of the Congregation, conducted services at different camps.

Congregation Benai Jeshurun (31st and Diamond streets) did not fall behind the larger congregations in various patriotic activities. Rabbi Davidovitz received a commission as Chaplain in the United States Army, and saw service abroad. He was wounded.

Congregation Beth El (58th and Walnut streets) gave forty of its young men to the service of the United States Army and Navy. A Red Cross branch met every Thursday evening at the synagogue and made material for hospital use. Sweaters, helmets and wrist bands were knitted, and kits were donated. Committees met detachments of soldiers passing through the city and provided them with cigarettes, coffee and sandwiches. Entertainments were furnished at the Navy Yard. The Congregation and the sisterhood participated in the various drives for Liberty Loans. Rabbi Samuel Fredman received a commission as Chaplain in the Army.

Congregation Keneseth Israel (Broad Street and Columbia Avenue) had 273 men in the service. The sisterhood of the Congregation gave twenty suppers and dances to 3,000 enlisted men. They sent to the Navy Yard 11,123 magazines, 866 books, sheet music, cards, victrolas, records, games and typewriters. To the Jewish Welfare Board they sent \$700 in money, also books, magazines, games a victrola, "smileage books," and cigarettes. They formed Red Cross Auxiliary No. 291, which turned out 7,000 hospital garments, 4,000 knitted garments, O. D. shirts. They donated kits, and participated in a linen shower. The sisterhood acted as a sponsor for the U. S. Transport *De Kalb*, providing subscriptions to twelve weekly and monthly magazines, games, victrolas, books and everything needed to provide recreation for the boys. They sent 3,000 copies of Dr. Joseph Krauskopf's discourses abroad, also Hanukkah boxes and Rosh Hashana (Jewish New Year) cards. Rabbi Joseph Krauskopf, minister of the Congregation, was summoned to Washington by Mr. Hoover to help in the Department of Food Conservation. He served for three months at Washington and for more than a year afterward in the food conservation work in the City and State. Dr. Krauskopf was Chairman of the various Liberty and Victory Loan drives for the Jewish Community of Philadelphia.

Congregation Mikveh Israel (Broad and York streets), through the "Mikveh Israel Association," applied in May, 1917, for a charter for a Red Cross Auxiliary in the Southeastern Pennsylvania Chapter. Auxiliary No. 172 was established, the officers of which were Miss Elinor Solis-Cohen, Chairman, Mrs. Leon H. Elmaleh Secretary, and Miss Aimee Pereyra, Treasurer. A workroom for the making of hos-

pital garments was opened in the adjoining building, Gratz College, under the direction of Miss Pereyra. The workroom was open one day a week, winter and summer, from June, 1917, to March, 1919. Hospital garments and supplies, comfort kits and refugee garments were made. The knitting of all articles necessary for the men in the service, and later for the refugees, was done in the homes of the members. In December, 1917, the auxiliary opened an additional workroom, under the direction of Miss Elizabeth Solis, at Dropsie College, for the making of surgical dressings. Later, Mrs. Cyrus Adler took charge of this department, and work was continued until November, 1918. Reclamation work, the repair of soldiers' garments, was undertaken by the auxiliary, under the direction of Mrs. Lewis Steinbach. All appeals for clothing, linens, comfort kits, etc., were promptly and generously responded to. The women of the Congregation also worked with the Jewish Welfare Board in its various activities. The work of the food conservation, under the chairmanship of Mrs. Ernest Lowengrund, was carried on with much zeal. In the Liberty and Victory Loan drives, excellent work was done under the chairmanship of Mrs. Edward Whitehill. Miss Amelia Tobiasson was in charge of the collection of funds for the Belgian children. Fifty-one young men of the Congregation were in the service of the Government. Of that number, thirteen were privates. The remainder ranged in rank from sergeant to captain in the Army, and from petty officer to lieutenant commander in the Navy.

Among the number were Lieutenant Commander Albert M. Cohen, U. S. N., Legion of Honor; Captain Jacques M. Swaab, Croix de Guerre, American Ace, who downed eleven German planes, and Sergeant Simon Cohen, Croix de Guerre. The Rev. Leon H. Elmaleh, minister of the Congregation, acted as Jewish Chaplain at the Philadelphia Navy Yard from May, 1917, to June, 1919. He was also Chairman of the religious committee of the Jewish Welfare Board, and took an active part in all the Liberty Loan drives.

Congregation Rodeph Shalom (Broad and Mt. Vernon streets) gave 150 men to the service. Its sisterhood established Red Cross Auxiliary No. 121, which met every Tuesday for two years, winter and summer, made over 2,500 garments. The Liberty Loan Committee produced splendid results. Through the endeavors of the Recreation Committee, many U. S. vessels were the recipients of musical instruments, records, games, sporting goods, books, subscriptions to magazines, and other helps to tide over many weary hours on shipboard. A unique feature of the war work of this congregation was the formation of a children's class. A very large proportion of thirty-nine blankets donated by the sisterhood for the use of convalescents, was made by this unit. Rabbi Berkowitz, minister of the Congregation, visited different camps at various times, conducted services, and preached.

The Philadelphia Section of the Council of Jewish Women was most actively concerned with war work. It established three Red Cross auxiliaries, Nos. 200, 82 and 292. The Chairman of Auxiliary No. 200 was Mrs. J. M. Rice, of Germantown, in whose home the work of this auxiliary was carried on. It had its sessions in conjunction with other local auxiliaries, and accomplished much in all branches of Red Cross work. Auxiliary No. 82, of which Mrs. Max Aaron, was Chairman, was the first Jewish auxiliary formed. It met every Friday, all day, and when articles were urgently needed, extra sessions were called. It met at the home

of the Chairman, where the living room had been transformed into a Red Cross workroom, with oil-cloth covered tables, and modern gauze folding and cutting appliances. The chief work of this unit was surgical dressings, of which it produced 10,000. Its members also knitted all the needful articles, made housewives, and property bags; and also adopted and maintained a French Orphan for two years. The auxiliary consisted of thirty-five women. The Chairman of Auxiliary No. 292 was Miss Alice T. Fleisher. This auxiliary was formed for the purpose of making surgical dressings, and met on Wednesday from 9 A.M. to 5 P.M., averaging an attendance of thirty to forty women. As many teachers, and others employed during the day, wished an opportunity to do something, the unit opened Thursday evenings from 8 until 10 o'clock. In this group there were twenty-five to thirty women. All meetings were held at the Young Men's Hebrew Association Building. This unit continued its work until February 20, 1919. Auxiliary No. 306, also under the direction of the Council, was generally known as the "Pajama Factory." It was run systematically on a factory basis. A workroom was donated by Gimbel Brothers, and equipped by the organization as an up-to-date factory, with motor-driven machines, and other labor-saving devices. It was open five days a week, all day. Efficient women, as captains, taught and supervised the work. It turned out thousands of pairs of pajamas, and, as the emergency demanded, it made also trench slippers, bed sacques, surgical aprons, comfort kits, and Siberian vests. After the armistice, it manufactured garments for the refugees. The Chairman of this auxiliary was Mrs. Harry J. Bissinger. The Council also formed a Navy Recreation Committee of which Mrs. Edwin M. Goldsmith was Chairman. This committee supplied the men at League Island with victrolas, records and games. The President of the Philadelphia Section of the Council of Jewish Women, Mrs. Max L. Margolis, was head of a Red Cross canteen auxiliary of one hundred Jewish women, and she served as lieutenant regularly once a month for the duration of the war.

The Big Sisters, through its Junior Clubs, did Red Cross work of different kinds, and also entertained Army and Navy men stationed around the city.

AMERICAN LIBRARY ASSOCIATION

PHILADELPHIA DISPATCH OFFICE



THE WAR WORK of the American Library Association, known as the A. L. A. Library War Service, was carried on with the approval of the United States Government, and was one of the seven war-work organizations authorized by the "Commissions on Training Camp Activities" to carry on library work with both the Army and Navy. No charge of any kind was made for this service.

In June, 1918, The Free Library of Philadelphia closed the lecture room of the H. Josephine Widener Branch, removed all the seats and other furniture from it and turned over the entire room, together with other space in the same building, to the American Library Association to be used as an Overseas Dispatch Office. From this time on, while the work remained under the supervision of F. H. Price, it was conducted along two separate lines, as follows:

1. THE OVERSEAS DISPATCH OFFICE, charged with:

(a) Establishing and maintaining suitable collections of reading matter for the use of service men and government employes at or near Philadelphia. Forty-nine libraries were established locally. In this work, existing organizations were utilized for the distribution of books, rather than risk the delay and expense of erecting temporary buildings for the exclusive use of the A. L. A.

(b) The direct shipment of books to the A. E. F., naval bases, naval aviation and radio stations overseas. The forwarding of books to camps, cantonments, forts, munition plants and hospitals in the United States.

Shipments of this character were packed in strongly made cases holding from sixty to eighty volumes each. These cases could be stacked on edge to form rough sectional book cases, thus making the books available for use as soon as received.

(c) The supply of reading matter for use of the men on the battleships, cruisers, destroyers, submarines and smaller vessels of the Navy, troop transports, N. O. T. S. boats and to the armed guards on merchant ships.

Frequently, on troop transports, from one to two thousand books were required for each trip. Arrangements were made to collect the books when the vessels reached France and send them ashore for use at one of the "Y Huts," "K. of C.," or Salvation Army Buildings near the front.

When the return movement of our troops from France began, the system was reversed, most of the necessary books being placed on board the transport at the French embarkation port. On this side the only necessity was to replace badly worn books, and supply large quantities of the latest magazines.

2. A. L. A. HOSPITAL SERVICE, charged with the supply of educational and recreational reading to all service men in the hospitals of Philadelphia.



Books for the Quiet Hours, at U. S. A. Hospital No. 22.

Miss Jean E. Graffen who had complete charge of this work, organized well equipped libraries at the three largest government hospitals, supplementing these by placing small collections of books directly in the wards, solariums and sick bays of twelve local hospitals, where the books were freely accessible to the men. Twice a week each man was visited at his bedside by the hospital librarian, who took a personal interest in providing him with exactly the book or books desired. Among these supplied were medical and scientific books for the use of the doctors and nurses of the hospital staff, vocational books for the wounded, who, owing to partial disability, were seeking new means of support, technical books relating to every trade and profession, as well as poetry, literature and drama, to say nothing of fiction, for which there was an insistent demand.

Books impossible to supply from the various A. L. A. hospital collections, were borrowed by Miss Graffen from The Free Library of Philadelphia and sent direct to the men requesting them, over 9,000 such loans being secured, each supplying a specific need. Thousands of magazines and scrap books were distributed in the hospitals and to sick bays.

The commanding medical officers in charge of the various hospitals appreciated the value of the A. L. A. Hospital Service, permitting the work to continue without interruption during the entire period of the influenza epidemic.

On October 31, 1919, the A. L. A. relinquished to United States Government control, all books and library equipment in use at Army or Navy points. Prior to this date the various library collections had been reorganized and all books in poor condition replaced, making it possible to turn over to the government for use of the service men at Philadelphia, 16,710 books all in fine condition. Collec-

tions of books at the clubs and welfare organizations were permitted to remain as long as work was continued for the service men, or during the period of demobilization for ex-service men.

The American Library Association is indebted to The Free Library of Philadelphia for the necessary space to carry on its war work, for the services of Miss Graffen and Mr. Price, for the loan of over 9,000 books to the A. L. A. Hospital Service, and for its effort in collecting books and funds from the citizens of Philadelphia. Thanks are due to the following gentlemen, all of whom gave the finest possible cooperation: Hon. William C. Sproul, John Ashhurst, H. H. Furness, Jr., Samuel B. Fares, Charles C. Kinney, R. J. McLaughlin and Walter Lee, and to the American Ice Co., American Red Cross, Emergency Aid of Pennsylvania, Jewish Welfare Board, Motor Messenger Service, Philadelphia County Sunday School Association and Y. M. C. A. Transport Service.

THE FREE LIBRARY OF PHILADELPHIA

When the United States entered the war, all bulletin boards at the Main Library Building, 13th and Locust streets, and at the twenty-eight branch libraries were used exclusively to exhibit posters, placards and appeals in support of the war. Over 1,100 separate appeals were thus given publicity, and these posters and placards now form part of the Library's collection of war posters, which contains over 3,000 specimens.

Upwards of a half million leaflets on food and fuel conservation, Liberty Loans, thrift and war savings stamps were distributed by the library, and bibliographies on "Farm Work," "Canning," "Preserving" and "Foods" were given out in large numbers.

Practically all of the twenty-eight Branch Library Buildings furnished headquarters for local activities connected with the war, and their meeting rooms were in constant use by residents of the neighborhood engaged in furthering war work.

Soldiers, sailors and marines stationed at, or near, Philadelphia, were permitted to retain library books for long periods, without the necessity of paying library fines, and later were not even asked to hold library cards, the signature of the man and his local address being all that was required.

The Free Library lent to the A. L. A. Hospital Library Service, for the use of wounded service men in the Philadelphia hospitals, over nine thousand volumes, many of them being technical and educational books.

In May, 1917, arrangements were made through Chaplain C. H. Dickens, of the Philadelphia Navy Yard, to send a collection of 600 library books for the use of the enlisted men at the yard. These were delivered on June 2, 1917, and placed in the large recreational tent known as the "Bee Hive." Through the same officer, on August 2d, over 1,100 books were placed in Building 252 at the Navy Yard, for the use of the men at the naval training camp. One hundred and twenty-five books for the study of French, mathematics and surveying selected by the officers of the U. S. M. C., were purchased by The Free Library, placed in a special traveling library collection, and sent to the United States Marine Barracks to be used exclusively for instruction purposes.

In October, 1917, John Ashhurst, Librarian of The Free Library of Philadelphia, conducted a campaign for a "Soldiers' Book Fund" under the auspices

of the War Service Committee of the American Library Association, which resulted in \$20,105.93 being contributed by the citizens of Philadelphia. Mr Ashhurst later applied to the "War Welfare Council of Philadelphia and its Vicinity" in the name of the American Library Association for funds for the second campaign for money for books for soldiers, and received a grant of \$150,000 from the "War Chest." Both of these sums were raised to support the national work of the A. L. A. and were forwarded to the general headquarters of the A. L. A. at Washington, D. C.

During 1918 and 1919 the "Joint Special Committee of Select and Common Councils of the City of Philadelphia on the Care, Sustenance and Relief of those in the Military and Naval Service of the United States" appropriated \$3,000 to The Free Library of Philadelphia to cover expenses in connection with the collection and distribution of "Books for Soldiers."

The first appeal made in Philadelphia for reading matter for soldiers and sailors was made by the American Ice Company. On July 1, 1917, this company mailed with all its bills to consumers, a small slip calling for "gifts of books, magazines, periodicals and games," suggesting that these gifts be turned over to the drivers or other employes of the company, who would deliver them without charge to the proper authorities at the Philadelphia Navy Yard.

Later, this company merged its appeal for reading matter with that of The Free Library, and continued to give splendid cooperation during the period of the war by collecting reading matter.

In September, 1917, The Free Library of Philadelphia began a campaign for gifts of "Books for Soldiers," making its first appeal through the Philadelphia newspapers of September 18th, and supplemented this by the use of posters, placards, bookslips and by exhibiting lantern slides at many of the moving-picture houses. Further appeals for reading matter were made in March and December, 1918, and a final appeal in June, 1919, at which time Governor Sproul sent a letter to the Sunday School children of the State, in an effort to secure additional reading matter for the use of returning troops.

Practically all of the Libraries in Philadelphia, as well as John Wanamaker's Book Department, the American Red Cross and the American Ice Company, assisted The Free Library in collecting books and magazines for this purpose.

The residents of Philadelphia contributed 112,143 books and 185,321 magazines; libraries outside of Philadelphia collected and forwarded 30,350 books and 2,621 magazines; the A. L. A. Library War Service supplied 13,866 books, many of them newly purchased technical and scientific volumes, and, in addition, purchased 6,119 magazines, making a total of 186,359 books and 193,488 magazines collected and distributed through The Free Library of Philadelphia. All of this reading matter was examined and that unsuited for use was discarded, the balance being marked and arranged in groups suitable for library service.

From September, 1917, until June, 1918, The Free Library furnished quarters at the H. Josephine Widener Branch, 1200 North Broad Street, for work in connection with the books and magazines collected in Philadelphia for soldiers and sailors. Books were sent out with the approval of the A. L. A., every effort being made to reach service men from Philadelphia, even when they were in small units, and to this end books were sent to the battleships *Iowa*, *Indiana* and *Missouri*, as well as to many of the smaller vessels of the United States Navy, while col-

lections, varying from a few books to several thousand volumes, were sent to Camps Meade, Jackson, Greene, Johnson, McClellan, Lee, Upton, Travis, Hancock and to the Hazlehurst Field, Mineola. At Camp Hancock the books sent were placed in the Y. M. C. A. hut, and gave good service prior to the opening of the A. L. A. camp library building. Libraries for overseas service were given to Army Base Hospital No. 38, and to United States Navy Hospital Units No. 2 and No. 3. Local Army, Navy, Marine Corps and hospital points were supplied with reading matter, as were some of the clubs and organizations serving the enlisted men, and books were also sent overseas. Suitable traveling book cases, designed to hold 52 books and a few magazines for use in the field, were manufactured at the U. S. M. C. carpenter shop, Philadelphia Navy Yard, through the kindness of Major General Waller, from material contributed by the War Emergency Unit of Philadelphia. Forty of the cases were supplied with reading matter, and saw foreign service with the United States Marine Corps.

The library placed Franklin H. Price in full charge of the collection and distribution of "Books for Soldiers," and later granted him the necessary time to act as "Dispatch Agent and Supervisor of the A. L. A. Library War Service work in Philadelphia and vicinity." Miss Jean E. Graffen, of the library staff, was detailed to act as hospital librarian for the A. L. A. and later organized the A. L. A. Hospital Service in Philadelphia, while Miss Julia W. Williamson and Miss Mary L. Smythe performed effective library work with the A. E. F.

A large number of The Free Library's assistants devoted their time, after library hours, to work on "Books for Soldiers," while others volunteered to supply reading matter to the men in the hospitals.

COMMUNITY SINGING

During the summer of 1917 the custom of mass singing was established in Philadelphia with the cooperation of the city officials and many clubs and societies. "Sings" in connection with the Municipal Band Concerts in the city parks; "Sings" at the Navy Yard, directed by a song leader appointed by the United States Government, and "Home and Neighborhood Sings" became more and more popular.

As the idea was extended throughout the city, plans were made for "Block Sings." Little organization was required. The families on both sides of a certain street simply met together to sing over the war songs in honor of their "boys." The block was decorated with the national and allied colors, a large service flag, with the number of stars equivalent to the number of men in the service was prominently displayed and, during some part of the informal program, the names of all of the men or women who were away from home were read out.

The War Camp Community Service aided in the movement. Leaders were trained and sent throughout the city. In a few weeks it seemed as if all Philadelphia was singing. The idea appealed to the imagination and other cities, from New York to Los Angeles, took up the plan so admirably developed in Philadelphia.

The Pennsylvania Council of National Defense, and later, upon organization, the Philadelphia Council of National Defense, also cooperated with the local War Camp Community Service in its efforts to keep the people in a singing mood.

Among those who from the first took a real interest in the work were Robert



Courtesy of Frank W. Buhler, Stanley Co. of America.

Mr. Hoxie leading a "Liberty Sing."

D. Dripps, E. A. Van Valkenburg, Courtenay Baylor, Mrs. E. T. Statesbury, Miss Myrtle Dunn, Mrs. E. P. Lynch, Harry R. Whitecraft, A. E. McKinnon, James E. Corneal, Miss Anne McDonough and Albert N. Hoxie.

During the winter of 1917-18, the "Keep America Singing" idea was taken into the schools. Song sheets were distributed to the children and leaders were sent to direct the singing at various celebrations. Clubs all over the city gave entertainments for the men in service, and churches and private individuals arranged for various "parties." Song sheets and leaders were always available. In many of the large industrial plants a time during the noon hour was set aside for singing. The men who served "behind the lines" thus expressed their vital interest in their work as they joined in the very songs which the men were singing on their way to Germany.

During intermissions at Grand Opera at the Academy of Music, the audiences were also led in singing.

In the spring of 1918, when America was sending tens of thousands of men overseas, and when the A. E. F. was about to launch the series of great offensives, Community Singing took on the name of the "Liberty Sing Movement."

The first large "Liberty Sing" was at the Liberty Statue, in June, 1918, when the marines just leaving for the front were the "guests of honor." In passing, it should be mentioned that the Liberty Statue was the popular rendezvous, and whenever any event of signal importance was announced in the papers or on the bulletin boards, crowds gathered at the statue instinctively, sure that a song

leader would be on hand to help them express themselves in songs and cheers.

On July 29th thousands of people joined in one of the largest of all "Liberty Sings" at Willow Grove.

Singing was featured in every Liberty Loan. During the Fourth Loan, a parade of war-time organizations was held and hundreds of song leaders were assigned to the twenty-seven blocks through which the parade passed.

Thanksgiving Day, 1918, had a very real significance, and the leaders of Liberty Singing assisted the Philadelphia Council of National Defense by supplying a cornetist and song leader for the Thanksgiving services that were held in some forty or more public squares. At Christmas time, with the cooperation of the clergy and choir masters of the city churches, one hundred groups, of thirty singers each, marched through one hundred sections of the city, and sang Christmas Carols. Wherever a service flag was seen in a window the singers paused and serenaded the members of the household. The first Memorial Day after the World War found hundreds of people gathered in the city parks and squares to pay tribute to all men and women who, in the long history of the nation, had paid in full measure of devotion the price of freedom. A simple program was arranged by the Philadelphia Council of National Defense, a song leader and cornetist were present, and at the conclusion of the exercises Taps was sounded.

When the troops returned to the port of Philadelphia, the city chartered river boats to accommodate the relatives who wished to greet the men. It was a great welcome that was given, and on the ride down the river and during the frequent long waiting for the transports, the crowds were kept busy singing.

When the men of the 28th Division paraded in Philadelphia, 117 volunteer song and cheer leaders helped to direct the enthusiasm of the throngs that lined the streets. Music was furnished by twenty-five bands and forty-three brass quartettes.

The beginning of real educational features in Community Singing was at the Music Festival, held in Strawberry Mansion Pavilion, in the fall of 1918. The Moravian Trombone Choir played a number of Bach Chorales, for which they are famous, and a quartette of mixed voices rendered a short song cycle.

Besides the regular classes for song leaders, five courses in sight singing were started in October, 1918, and continued throughout the winter.

In the ways enumerated above and along similar lines, many men and women of Philadelphia who were interested in music helped to maintain the morale of the people at home and to keep ever present the real and vital meaning of the war. When families and neighborhoods, in smaller or larger numbers, gathered and sang with one accord the national anthems and the war songs, they were bound together by a common feeling. The message of "The Long, Long Trail," "Keep the Home-fires Burning" and "Sons of America," sung with one accord over here, carried courage and faith to all who were serving "over there."

THE HISTORICAL HIKE TO OLD PHILADELPHIA*

Ten thousand service men, representing every state in the Union, were personally guided afoot to the historic shrines of the old section of Philadelphia on Sunday afternoons by Albert Cook Myers. This Historical Hike, as it was

*Summarized by the Secretary of the Philadelphia War History Committee from the account written by Albert Cook Myers.



Photo by James A. Henderson.

Historical Hikers at Independence Hall.

called, was begun in November, 1918, and continued without a break until December 11, 1919. It was organized and directed by Mr. Myers, without compensation. The estimated cost was \$2,000. There was always a new group of men, the sailors being in the majority. The average attendance was from 150 to 200 and the largest 300 men.

Notice to the men and much other assistance were given by the War Camp Community Service. Posters were displayed and small cards distributed, and on Sunday mornings Mr. Myers himself made the rounds of the chief service clubs of the city, inviting the men to join his party that afternoon. A twelve-page booklet, "What to see in Historic Philadelphia," written by Mr. Myers, especially for service men, included the itinerary of the Hike. Several hundred thousand copies were published by War Camp and distributed gratuitously.

Promptly at 2:15, on Sunday afternoons, the Hikers started from the Central Y. M. C. A., 1121 Arch Street, two abreast, keeping step to the rhythmic tap of the stout hiking stick carried by Mr. Myers, the Conductor, who led the procession. Thence they marched to the War Camp Booth on the east plaza of City Hall, where other men joined the party. On some of the early Hikes, Ellis Paxson Oberholtzer accompanied Mr. Myers and assisted in explaining the points of interest.

Eighteen principal halts were made, as follows:

Halt No. 1—*Southeast corner City Hall.*

Halt No. 2—*Post Office, at Boyle's Statue of Franklin, the supposed place where the kite was flown and the site of the mansion built for President Washington.*

The Continental Hotel was pointed out as the lodging place of President Lincoln, and the Prince of Wales (Edward VII.).

Halt No. 3—*At the north side of the Old State House and Congress Hall.* (Balcony from which President Washington spoke pointed out.)

Halt No. 4—*Independence Square*, at the Barry Statue, for a south view of these old buildings and of the Curtis Building, the American Philosophical Society (founded by Franklin in 1713), etc. Here photographs of the party were taken by James A. Henderson.

Halt No. 5—By the north door, the party filed into the *Old State House (Independence Hall)*. In Independence Chamber and at the Liberty Bell brief descriptive talks were given.

Halt No. 6—*Congress Hall*, the Capitol of the United States, 1790-1800. Passing the United States Custom House (Second U. S. Bank), the party came to—

Halt No. 7—*Carpenters' Hall*. This building, closed on Sunday, was open to the Hikers only by the courtesy of Mrs. J. Howard Hill, whose son was in the Army.

Halt No. 8—*First United States Bank*, 1797—later the Bank of Stephen Girard. (His story told.)

Halt No. 9—At the site of the State Roof House on 2d Street, which was *William Penn's Home*, 1699-1701, and the birthplace of his son John, 1699. The adjoining lot is said to be reserved for the Indians in which to set up their wigwams when they come to town.

Halt No. 10—S. W. Cor. 2d and Market streets—*Site of the Great Quaker Meeting House*, in which the youthful Franklin first slept in Philadelphia (story of his arrival told). Sites of Old Court House and Market pointed out.

Halt No. 11—*Christ Church*. (Leaflet history distributed.) The Tombs of the Signers, James Wilson and Robert Morris (the financier), viewed. Sitting in the pews which had been occupied by Washington and other Fathers of the Country, the men were given a brief account of the edifice, often by the rector himself, the Rev. Dr. Louis C. Washburn.

Halt No. 12—*Old Houses in Cuthbert Alley*.

Halt No. 13—The apocryphal *Betsy Ross House*, 239 Arch Street.

Halt No. 14—Was in the spacious and dignified *Old Friends Meeting House*, at 4th and Arch streets. Into this place of peace trooped the uniformed pilgrims. Settling into the quaint, time-stained benches of the west meeting room, its colonial quietude stole over them and for more than half an hour they were carried back by the Conductor to William Penn, the early days of the city, and the peculiar sect of its founding. Questions and answers as to the Quaker marriage ceremony, the Fighting Quakers, and like topics increased the interest. On one occasion, the Hike party was interestingly addressed by the late Isaac Sharpless, President of Haverford College.

Now, each man in turn arose and gave the name of his state. Here, also, the men were inducted by the Conductor into the "Order of H. H." and given the degree of "H. H.," with all the rights and privileges that appertain thereto throughout the world. "H. H.," which was to be the password thereafter on meeting their leader, was explained to mean, on entry into the Hike, "Husky Hero"; on the march—"Historical Hiker"; or on account of the day—"Holy Hiker"; prior to supper—"Hungry Hound"; and after supper—"Happy Hound." The hope was expressed that it would never mean "Husky Hobo."

In confirmation of this initiation, each man stepped to the platform and was handed a printed diploma card, dated, autographed by the Conductor, and bearing a War Camp button. This card might be kept as a memento but it was the sole passport to the swim and supper, which followed the Hike.

Each man also received a copy of Mrs. Charles Roberts's forty-page, illustrated booklet on "William Penn," which was especially published, at the request of the Conductor, for these parties, by the Society of Friends.

Halt No. 15—*Franklin's Grave.*

Halt No. 16—*Free Quaker Meeting House* (Built 1783. "In the year of the Empire 8," as inscribed on the gable end) by the Fighting Quakers, one of whom was "Hugh Wynne," the hero of S. Weir Mitchell's novel.

Halt No. 17—*No. 526 Market Street*—The site of *President Washington's Home.*

Halt No. 18—At the southwest corner of Market and 7th streets, where, in a former building, *Jefferson Drafted the Declaration of Independence.*

The return march brought the party back to the Central Y. M. C. A., about 6 P.M., for a refreshing plunge of about twenty minutes in the swimming pool, which was especially opened for the occasion. The expenses of the swim were first met by the War Camp Community Service and later by the Y. M. C. A.

Supper was served, prior to June 15, 1919, by the ladies of the New Century Club. When this war work of the Club ceased, a number of generous individuals and organizations provided refreshments for the remainder of the Hikes at various places in the city. Comprising this group were: the War Camp Community Service; the Y. M. C. A.; the United Service Club; Mrs. N. Allen Stockton; the Ship and Tent Club; the National League for Woman's Service; the Emergency Aid of Pennsylvania; the Lutheran Service Club; Mrs. George B. Evans; the National Catholic War Council; Mr. and Mrs. Edward Powell; Mrs. Harry R. Yeager; the Peace and Emergency Service Committee of Philadelphia Yearly Meeting of Friends; Howard Gow Welch; Miss Nina Lea; Miss M. Atherton Leach, Miss Anna J. Magee, Mrs. Edward P. Davis, and other ladies at Christ Church Neighborhood House; Mrs. Alvin A. Parker, Miss Mary F. Small and Mrs. J. P. Donaldson also were contributors.

Groups of women volunteers served the food and helped entertain the men, among whom were Miss Helen K. Morton, together with members of her Girls' Club of the Church of St. Luke and the Epiphany; Mrs. N. Allen Stockton and a group of young ladies; Mrs. William Francklyn Paris; Miss Levering Jones; Miss Jean E. Graffen; Miss Cornelia Greenough; and Mrs. Edward Powell, with a group of other ladies of the Red Cross Canteen.

The table was decorated with flowers and the menu was practically the same each time, consisting of cold roast beef and ham, rolls, butter, jam, pickles, potato salad, coffee or tea, ice cream and cake, cigars and cigarettes; and second helpings were acceptably received.

Following the supper was a variety entertainment, provided usually by the War Camp Community Service, through its Bureau of Entertainments, headed by Miss Clara T. Chase.

The Conductor presiding, the program began with a Community Sing, usually under the leadership of Charles H. Ehrenzeller. Varying from time to time, then came the several performers—soloists, musicians, impersonators, magicians, etc.,

often in special costume. In addition to the paid performers, many volunteers assisted. Among these were Elizabeth Latta; Professor Paul Pearson of Swarthmore College; the venerable actor, "William North" (William Syrett); Howard Futhy Brinton and Sara V. Shriner. Brief addresses were given at various times by Charles Francis Jenkins, John O'Gorman and others. Good talent was found among the men themselves, and they were particularly pleased to be called upon and to have a part in the exercises. At 10 o'clock the Hike party ended, and the men were contented to go to rest without further diversion that day.

JEWISH WELFARE BOARD

By E. Z. DIMITMAN, Publicity Director

At midnight on December 31, 1919, the Jewish Welfare Board officially ceased to exist, bringing to a close more than two and a half years of welfare work.

When war was declared in April, 1917, the Young Men's Hebrew Association of Philadelphia was prepared to enter the welfare field immediately and its board of directors offered its building and facilities to the Federal, State and City governments. Actual welfare work was started at the same time when the Army and Navy Committee of the Y. M. H. A. assigned a representative to the Philadelphia Navy Yard, where he served in the capacity of Jewish Aide to the chaplain of the yard. This was the first welfare work on the part of any American Jewish organization in the World War. Welfare work in the Philadelphia district was thus carried on for a number of months under the auspices of the Army and Navy Department of the Philadelphia Young Men's Hebrew Association.

In September, 1917, the Jewish Welfare Board, United States Army and Navy, was officially recognized by the War and Navy Departments as the Jewish agency to minister to the welfare of the men of the Jewish faith in the service. The National Board then started a campaign of organizing community branches throughout the country and the Philadelphia branch was one of the first to become affiliated with the National Organization.

The executive committee was composed of the following members:

Leon J. Obermayer, Chairman; Leon C. Sunstein, Vice-Chairman; Arthur A. Fleisher, Treasurer; Irvin L. Stone, Secretary; Dr. Cyrus Adler, David Bortin, Mrs. Ferdinand Dilsheimer, Frank E. Hahn, Joseph L. Kun, Arthur Loeb, Simon Miller, Mrs. M. C. Stein, Morris Wolfe, John B. Goldenberg, Dr. A. J. Cohen, Rev. Leon H. Elmaleh, Miss Jeanette M. Goldberg, Louis E. Levinthal; Mrs. Max L. Margolis, Jerome J. Rothschild, D. Hays Solis-Cohen, Herman W. Fernberger, E. Z. Dimitman, Nathan Ehrenreich.

The work of the Philadelphia headquarters while conducted along Jewish lines was entirely non-sectarian. With the men in the service as well as with the families at home, its work was done regardless of race, creed or color. Neither was its work confined to Philadelphia and Philadelphians in the service. While strictly a local organization, deriving its funds from its National Headquarters, it was quick to grasp the opportunity to cooperate with the Jewish Welfare Board at other camps and in other communities. It was also more than ready to cooperate with the other welfare and patriotic organizations doing welfare work in the Philadelphia district and was largely instrumental in the formation of a welfare committee in Philadelphia for work with drafted men along non-sectarian lines. This committee was composed of representatives of the Y. M. C. A., K. of C., W. C. C. S. and J. W. B.

The general activities of the Jewish Welfare Board may be grouped under the following subdivisions:

FIELD WORK

In the summer of 1918, the National Headquarters of the Jewish Welfare Board assigned its first field representative in the Philadelphia district, E. Z. Dimitman. After making a survey of the situation it was found that there were in the vicinity of Philadelphia eighteen Army and Navy posts with a total population of approximately 25,000. The largest of these was, of course, the League Island Navy Yard, its population varying from fifteen to twenty thousand. Other posts included Greenwich Point, Frankford Arsenal, Schuylkill Arsenal, Quartermaster's Depot, Naval Home, Fort Mifflin, Pier No. 17, etc. A short time later, additional representatives were assigned to the Philadelphia district in order to do more intensive field work at the various posts.

A new problem soon arose because of the taking over by the Government of certain institutions for developing the Student Army Training Camps.

The field work was adequately taken care of at that time by Solon J. Reiser, Samuel Belinkoff, Dr. A. A. Finkelstein and Charles Horn.

COOPERATION WITH CAMPS AND HOSPITALS

The Jewish Welfare Board representatives at the nearby camps were in urgent need of materials for their work with the men. Knitted goods, athletic equipment, musical instruments, playing cards as well as furniture and other equipment were appealed for. In addition, weekly requisitions were put in for refreshments and smokes. Cooperation with camps, however, was more than supplying equipment. It included the sending of men and women daily to the camps to give the "just like home" atmosphere to the huts, the sending of girls properly chaperoned for dances and professional entertainments.

Philadelphians answered every call and the organization was thus enabled to supply practically every demand from Camp Dix, League Island Navy Yard, Cape May Hospital, and Camp Meade, as well as the smaller posts in and near Philadelphia. In addition, it was in a position to cooperate with practically every other camp in the country in supplying knitted goods, athletic equipment and musical instruments.

The General Hospital problem was a new one. The authorities at the hospitals, because of the endless red tape, were not in a position to carry out their educational work in the proper manner and called upon the various organizations for their support. The Philadelphia headquarters of the J. W. B. were quick to respond and, with the generous aid of various Jewish organizations of this city, supplied the hospital authorities at Cape May, Lakewood, Camp Dix and Philadelphia with material for their educational department. The supplies varied from a keg of nails and a pot of glue to a tractor plough and a carload of fertilizer, and included books on educational subjects, drawing instruments and equipment, baseball equipment, bicycles, etc.

RECREATION AND ENTERTAINMENT

Recreation and entertainment for enlisted men were found to be important factors of welfare work, in so far as Philadelphia was concerned. The League Island Navy Yard, with 20,000 sailors and marines, was only half an hour from the



Photo by Bell and Fisher

Off for a Moonlight Excursion.

center of the city, and liberty was granted each evening. Camp Dix was only a matter of an hour and a quarter's travel and provision had to be made to entertain thousands of visiting soldiers over week-ends.

More than a million service men were entertained by the local Jewish Welfare Board.

The first form of entertainment to be conducted by the Jewish Welfare Board of Philadelphia was dancing. This proved to be very popular with the enlisted men, inasmuch as a select class of girls was always present. A great deal of credit is due to the 5,000 girls, whose names appeared on the invitation list of the J. W. B., for their unselfish and patriotic cooperation.

For the dances conducted in Philadelphia and Camp Dix, the girls were transported by means of special motor busses. A large non-sectarian community dance for 1,000 enlisted men was conducted each alternate week at the Mercantile Club on Broad Street. This was one of the most popular events for the service men stationed in Philadelphia. Ex-State Senator Clarence Wolf, President of the Mercantile Club, was largely instrumental in securing the use of the hall free of charge for the Jewish Welfare Board.

The entertainment program included, at various times, three dances at headquarters each week; one professional vaudeville entertainment at the Navy Yard, one dance at the Navy Yard, one vaudeville entertainment at the Cape May General Hospital, four vaudeville entertainments and one dance at Camp Dix, one dance each at the Frankford Arsenal and Greenwich Point and one vaudeville entertainment at the Naval Home and Frankford Arsenal.

The entertainment program slowly but surely grew until, at the signing of the armistice, the Philadelphia headquarters of the Jewish Welfare Board was conducting each week a matter of about fifteen entertainments, and entertaining on an average of 15,000 men.

HOME HOSPITALITY

In so far as the service men were concerned, home hospitality was the keynote of the welfare work. This was especially true in a community as large as Philadelphia where so many men were stationed who were strangers in the city.

Philadelphia headquarters recognized this in the early days of the war, and immediately instituted a Home Hospitality Service. By means of personal letters to practically every Jewish family in the city, a list of such families was prepared who desired to invite service men to their homes for dinners, parties, dances and other social affairs. An average of 300 men each week, for more than eighteen months, were sent to families for this purpose. In this way strangers were enabled to make personal contact with the proper people.

WORK WITH DRAFTED MEN

One of the most important functions of the Board was its work with drafted men. Through close contact with the various local draft boards, the Jewish Welfare Board learned when detachments of selected service men would leave for camp. In each instance, the men were supplied with many articles essential to their comfort.

PERSONAL SERVICE CASES

Some five thousand personal service cases were handled for service men and their families. The aid rendered ranged from the supplying of train fare to men "stranded" in the city, the investigation of reports of injury or death of local men and the re-uniting of families to the arranging for the funeral services of those who died in the service.

DEMOBILIZATION WORK

The Philadelphia headquarters of the Jewish Welfare Board was singularly honored when the War Department designated it as being in charge of all transport work at the port of Philadelphia. Each transport leaving for overseas received a quantity of community boxes, gotten up jointly by the Y. M. C. A., the Knights of Columbus and the Jewish Welfare Board, which were to be distributed on the return trip to each of the soldiers and members of the crew. These packages contained two khaki handkerchiefs, three boxes of cigarettes, two bags of smoking tobacco, one box of hard candy, four bars of chocolate, three packages of chewing gum, mints and matches.

The Y. M. C. A. had charge of this activity at the port of Hoboken, the Knights of Columbus at Newport News and the Jewish Welfare Board at Philadelphia.

EMPLOYMENT

The employment problem, in so far as the re-employment of the discharged men, ended on November 10, 1919, one year after the signing of the armistice. The Jewish Welfare Board closed on that date its employment department which during that period had been very successful in the satisfactory placement of service men.

From June, 1919, when the unemployment situation was at its height, until November, a matter of five months, the Philadelphia Jewish Welfare Board had placed 680 men in positions.

HOSPITAL COMMITTEE

The Hospital Committee had under its jurisdiction the work at Camp Dix, Cape May, Lakewood, League Island and at the Naval Home, as well as at General Hospital No. 22, and several smaller institutions, where service men were stationed. According to the report of Mrs. Elkan Henly, Chairman of the Hospital Committee, the following supplies were distributed during 1919:

Apples 15,000; oranges 37,000; pears 22,500; bananas 16,000; chocolate buds 2,000 lbs; chocolate bars 10,000; handkerchiefs 18,000; chewing gum 5,000; cigarettes 120,000; matches 15,000 packages; tobacco 7,200 bags; hard candies 5,000 packages; tooth paste 7,200 tubes; postals 25,000.

Besides the above mentioned articles, there were distributed at irregular intervals, sweaters, socks, games, writing paper, pencils, puzzles and playing cards.

CANTEEN SERVICE

Another important committee was the Jewish Welfare Unit of the American Red Cross Canteen Service. This committee of one hundred, under the direction of Mrs. Max L. Margolis, was an indication of the close manner in which the Jewish Welfare Board cooperated with the Red Cross. The unit was called out on an average of twice a month for canteen service at railroad stations.

Other committees, all of which contributed their share towards the work of the organization, and the names of their chairmen are herewith appended: Transportation, Morton Hecht; Propaganda, Jeanette M. Goldberg; Religious, Rev. Leon H. Elmaleh; Service Club, Arthur Loeb; Camp Work, Lionel F. Levy; Camp Dix, Benjamin F. Loeb; Statistics, Louis E. Levinthal; S. A. T. C., Henry W. Brande; Finance, Morris Wolf; Civilian Relief, Mrs. M. C. Stein; Comforts, Alice T. Fleisher; Entertainments, Mrs. A. Rosenstein; Publicity, Miriam Moses; Drafted Men, D. Hays Solis-Cohen.

VOLUNTEERS

One of the most gratifying results brought about by the war was the splendid manner in which everyone responded to the call of the Jewish Welfare Board for volunteers. In the course of its two and a half years of work, in addition to the work of committees, the Jewish Welfare Board availed itself of the voluntary service of more than 500 young women who served in the capacity of stenographers, typists, clerks and general office assistants.

KNIGHTS OF COLUMBUS WAR ACTIVITIES IN PHILADELPHIA

BY E. J. GALBELLY

The patriotic services rendered by the Philadelphia membership of the Knights of Columbus, as distinct from the national undertakings of the Order under government commission, had their inception early in the year 1918. From the very moment of the declaration of war by the United States, the Philadelphia Knights individually took their part in the varied duties incumbent upon them as loyal citizens. As a distinct Philadelphia body, however, they were not mustered into service until the Third Liberty Loan Committee called for their aid. In answer to that summons a meeting was held in the Red Room at the Bellevue-Stratford Hotel, March 22, 1918, and the local Knights of Columbus Committee on War Activities was then established. The members present on that occasion unanimously elected John V. Loughney, Master of the Fourth Degree for the Eastern District of Pennsylvania and Delaware, Chairman of the newly created organization known as the "Knights of Columbus Central Committee on War Activities." Mr. Loughney retained the chairmanship from that time until the services of the committee were taken up by the National War Activities Committee in May of 1919. At that juncture Mr. Loughney received the appointment of general secretary for this district, including the Navy Yard, with duties practically identical with those he had hitherto had under his charge. Assisting him were the following officers:

Secretary, Jos. C. McMenamin, Past Grand Knight of Philadelphia Council; Assistant Secretaries, B. J. Martin, Past Grand Knight of Brownson K. of C.; Leonard B. Botfield, Grand Knight of Pinzon Council; Executive Committee: James A. Flaherty, Supreme Knight; James J. Baney, Navigator, Archbishop Ryan Assembly, 1th Degree; Edward A. Kelly, Chairman of the Philadelphia Chapter; Philip S. McDevitt, District Deputy, 1st District; James F. Tobin, District Deputy, 2d District; Charles J. McKinney, District Deputy, 15th District; and Michael A. Brown, District Deputy, 16th District.

The members of the General Committee were:

John J. Abbott, Harry J. Baker, Albert J. Becker, James J. Brogan, John J. Brophy, John M. Carroll, George A. Cooke, Albert J. Crawford, James Curran, Thomas H. Cullinan, James M. Dohan, John P. Donohue, John A. Dougherty, M. J. Geraghty, Chris. Gercke, John W. Hallihan, Frank Hardart, William A. Hayes, Robert E. Hepburn, William N. Hussie, Edward C. Hallinan, James F. Herron, William E. Howe, William J. Ludes, John J. Lumsden, Francis A. McCarron, William B. McNulty, F. L. Maguire, Thomas Murphy, John J. L. Merget, James F. O'Connor, John H. O'Gorman, Thomas A. O'Hara, George P. Philips, I. A. Quinn, John A. Quinn, Thomas K. Quirk, Frank M. Rourke, Gerald Ronan, Harry Schmidt, Lawrence R. Smith, William D. Spillan, Edw. H. Thaele, Dr. Charles W. Wang, James W. Wafer, Daniel Wade, E. P. Worthington.

The immediate project in hand was a drive for the Third Liberty Loan, which was to open on April 6, 1918. Plans were laid for a thorough canvass of the Councils of the knights of Columbus in this city and three members of the Council were appointed to address each meeting of the respective Councils during the intensive campaign, in order to sell bonds to the amount of \$500,000. This was the quota of subscriptions set for the Knights of Columbus Committee. When the returns were made from its headquarters, 1537 Chestnut Street, the sum



Photo by Bertrigle

Morning Service at K. of C. Building, Navy Yard

was found to be more than thrice over-subscribed, as bonds amounting to \$1,695,000 had been sold.

The campaign for the Fourth Liberty Loan was conducted by practically the same committee with only minor changes in personnel. It was determined to follow the general method which had brought so much success in the previous loan. Speakers were assigned to address the members at their various meetings and at the day and evening gatherings in the center of the city, as well as in the north-east and northwest districts. At the very outset of the drive, however, the plans were thrown into confusion by the influenza epidemic.

It will be recalled also that the war was at a critical stage during these weeks and it was more than ever urgent that the Loan should be fully subscribed. Accordingly new processes had to be set in motion to provide American funds for the victorious prosecution of the international struggle. With indomitable spirit and resource, notwithstanding the discouragements of sickness and death and the resultant general disorganization, the Knight of Columbus Committee took up this task and the patriotism of the people rallied to the personal calls and mail solicitations of the campaign workers. At the close of this memorable drive a new victory had been won for liberty and the Knights of Columbus headquarters had to its credit the total of \$2,223,900 in loans sold.

In the interval between its work in promoting the Third and Fourth Liberty Loan, the committee was actively engaged in raising money for the War Chest. Its force of stenographers and telephone operators was furnished with offices in the Liberty Building, where the War Chest had its headquarters. In addition to

this equipment the committee had two field teams, each comprising twenty men, making daily calls on prospective subscribers. Reports of their canvass were made every day at the luncheon in the Bellevue-Stratford and the sum of \$300,000 in pledges was the reward of the teams' efforts.

An interesting feature of the War Chest promotion activities was the exhibition which the Knights of Columbus gave in conjunction with the French War Exposition in the Earle Building at Tenth and Market streets. A presentation of the Knights of Columbus services in the camps at home and at the various battle fronts abroad was made. A model of the Knights of Columbus building at Camp Meade was shown, together with one of the tents that had been used in the war in France, equipped with phonograph, cigarettes, smoking tobacco, writing paper, games of all sorts, etc. Photographs of Knights of Columbus work at camps and cantonments were also on view. During this exhibition, secretaries were always in attendance to answer questions and give information, and to accept pledges to the War Chest Fund from those who thus saw the practical object lesson of the causes to which their subscriptions were to be put.

The next work of the Knights of Columbus was in connection with the Victory Liberty Loan. In its efforts to continue its successes, the Knights of Columbus worked under the same general committee with headquarters in the Penn Square Building. A booth was also established in front of the Benedict Service Club at 4019 Market Street, with such remarkable results that it had the proud distinction of making the largest return of bond sales of any booth in the city. As accounting in part for this, it may be mentioned that service men were sent out in tanks from this rendezvous accompanied by Boy Scouts, to aid the campaign. In the evening, concerts were given at this central point by the St. Francis de Sales Cadet Band and Four-Minute Men addressed the assembled people. Through the efforts of the Knights of Columbus Committee a total of \$1,279,500 in subscriptions to the Victory Liberty Loan was secured.

Special limitations permit only a summary of the welfare activities of the Philadelphia Knights of Columbus in behalf of our soldiers and sailors during the period of demobilization and readjustment to the orderly life of the community. A brief record of these services is made here in the interest of historical accuracy.

The first American troops to return from Europe to the port of Philadelphia arrived on the *Haverford* in February, 1919. Knights of Columbus secretaries were among the welfare workers which distributed hot coffee, cigarettes, candy and chewing gum to the men. They acted also as postmen and messengers in forwarding letters and greetings from the returning troops to their families.

In April, 1919, a Knights of Columbus booth was opened in the City Hall courtyard where direct communication by private wire to Camp Dix, New Jersey, was installed. At this booth were established headquarters for all returning troops. All information regarding the arrival of soldiers, the conditions of health, the approximate date of discharge and other desired items were passed through this clearing house to the soldiers' families. An employment agency for discharged men was conducted in the same place. Countless other commissions for service men from out of town were also undertaken. The motor convoys that were at this time passing through Philadelphia on their way to New York, Baltimore and Washington, almost invariably rested over night in this city and it frequently fell to the attendants of the booth to provide the men in charge with food and

lodgings. At the ferry the free canteen service of the Knights of Columbus was in constant requisition for the men in uniform who were moving in a continuous stream to and from Camp Dix. The Knights of Columbus secretaries played the role of "big brother" to these young soldiers who found themselves in Philadelphia far from their own homes.

The various transports were met from time to time, and their soldier passengers received at the hands of the committee the creature comforts in the form of a welcome home package which they so much appreciated. And then came the 28th Division and the city's hearty welcome to its war veterans. Before the parade of these troops, they were served with coffee and sandwiches and a great number of the men were guests of the Knights of Columbus of Philadelphia for the night preceding the parade. In due course, the 79th Division also arrived and the welcome accorded them was the same as the earlier comers had received, except that the parade feature had to be dispensed with. After disembarkation of the 79th Division, only two or three more transports brought troops to the port of Philadelphia.

The United States Naval Hospital also claimed the committee's attention, and through the courtesy of the American Red Cross Field Director, Wilfred C. Craig, space in its building was allotted the Knights of Columbus workers. Welfare kits and comforts to the sick and wounded soldiers were distributed. Various forms of entertainment were staged in the hospital with the assistance of talent recruited from the vaudeville houses in this city. Dances for the convalescents were held in the Red Cross quarters. Cards of invitation to the ladies were issued with strict surveillance by the Knights of Columbus Committee in conjunction with the Red Cross. Refreshments were served at all these dances and parties. Every Friday evening motion-picture plays were shown to the men. Automobile parties were organized and weekly trips to Atlantic City and to the Knights of Columbus Country Club of De Soto Council at Garden Lake, N. J., were provided. These week-end excursions were in great favor with the service men, who were given the use of the club quarters, canoes, bathing facilities, baseball equipment and free dining-room service. The average number of the men in uniform at these parties was sixty. About the same number were welcomed weekly at the St. Lawrence Country Club in Upper Frankford where, under the auspices of the Alliance Catholic Women several picnics were held. Together with the Jewish Welfare Board, the Knights of Columbus conducted two service shows a month at the Mercantile Club which were usually attended by about 600 men. At all these War Welfare enterprises Secretaries Walter J. Dorsey, John A. Cunningham and James L. McCann rendered efficient service. The other secretaries on the Philadelphia staff were Thomas D. Kane and John V. Loughney, Jr.

In this connection a word should be said about the services that centered at the Knights of Columbus building at the Philadelphia Navy Yard, beginning in April, 1918, and continuing to October 31, 1919—a full year after the signing of the armistice. This building was the Knights of Columbus headquarters for the marines and sailors who found there, not only safe and sane entertainment to their liking, but also the free creature comforts of which these brave boys stood in need during their absence from home in the critical days of demobilization. Especial attention was given to those who were in the hospital. As they became convalescent, volunteer automobiles were provided for their use. Aboard the

ships in the docks at the yard, the Knights of Columbus workers organized dances and served refreshments. With a fine touch of sympathy, the unfortunate inmates of the "brig" were likewise kept in view. Whilst mindful always of the rules of discipline, the Knights of Columbus saw to it that every permitted privilege was granted those who were for the time "out of luck." Books were furnished and baseballs and bats and equipment for other games were secured for their amusement and recreation. Victrolas and records were supplied to three "brigs" and to several ships. The battleships *Nevada* and *Idaho* each received a player piano. Supplies of all kinds were put aboard all outgoing steamers. In this work Secretaries W. A. Davis and Joseph E. Donnelly rendered efficient service.

Side by side with these useful activities stands the free evening school inaugurated by the Knights of Columbus in Philadelphia for men and women mustered out of the Army and Navy. For this educational undertaking the knights leased the building at the southwest corner of Broad and Vine streets in December, 1919, and, through the kindness of the trustees of the Roman Catholic High School, secured also the use of their classrooms for the same purpose. Public announcement of the free courses was made by advertisements in all the Philadelphia papers on Saturday evening and Sunday morning, January 17 and 18, 1920. On the following day the registration of pupils began. Within one week 1,385 applications were received and 1,000 pupils were on hand for the formal opening of the school on January 26th. Actual class exercises began on Monday evening, February 2d. The average number of teachers in charge of the classes has been twenty-one. By April 1st, the number of registrants had reached 1,915 and at that time twenty-eight teachers were employed.

A Labor Bureau for ex-service men was started on June 3, 1919, and within a few months had placed over 12,000 men in gainful occupations.

The Knights of Columbus participated as a body in these public movements during the war and the successes which attended their efforts have established them permanently in the estimation of Philadelphians as a great Catholic and patriotic organization. This is evidenced by the playful naming of the steamship *Casey* in honor of the Knights of Columbus. This boat, a product of Hog Island was launched on October 11, 1919. At the launching, Supreme Knight James A. Flaherty was complimented by having his little daughter selected as the boat's sponsor. The patriotic exercises of the day were held under the auspices of the Knights of Columbus of Philadelphia.

THE BENEDICT SERVICE CLUB

The Benedict Service Club was operated under the auspices of the National Catholic War Council, Philadelphia Archdiocesan Division, and governed by the following men: John J. Sullivan, president; J. Percy Keating, vice-president; A. L. Fitzpatrick, secretary; John V. Loughney, treasurer; James M. Willcox, assistant treasurer; James A. Flaherty, Ignatius J. Horstmann, James F. Herron, Michael J. Slattery and Miss Katherine M. Walsh.

The forerunner of the Benedict Service Club was the Catholic Philopatrian Literary Institute, 1111 Arch Street. This institution was one of the first to turn over its entire building to the use of the city in combating the terrible influenza epidemic. The nursing staff during the epidemic being recruited from the sisters



Courtesy of the Philadelphia "Press"

Three Kinds of Service

of various convents, who administered so effectively to the many cases that came under their charge as to earn the unstinted praise of every public newspaper. Several of the nuns while on duty at this temporary hospital fell victims to the terrible scourge.

After the passing of the influenza epidemic, the Philopatrian Club was taken over as the original service club operating under the National Catholic War Council in Philadelphia, but even this well equipped club house grew so rapidly in popularity as to be altogether inadequate for its purpose. It was then decided that something on a bigger scale must be done to meet the emergency, and after very careful search and survey by Michael J. Slattery, Executive Secretary of the National Catholic War Council, quarters were established at 1019-21 Market Street, a spacious five-story building. It was here the Benedict Service Club was opened February, 1919. The formal opening on March 16, 1919, was attended by his Grace, Archbishop Dougherty, who dedicated the institution to the needs of the men of all creeds in the Army and Navy.

The National Catholic War Council, knowing that Philadelphia, which was in close proximity to Camps Meade and Dix and the great Navy Yard at League Island, would be confronted with one of the hardest problems of the country because so many service men would be visitors in the city during the demobilization period, saw the need for placing its largest service club in a city where the most good to the greatest number could be accomplished.

The services of the Club were rendered exclusively to men in uniform, and the ex-service men who were seeking an opportunity to get back to a normal condition.

Entertainments were held three nights a week under the direction of James W. Wafer who called upon the various Catholic societies in the city to furnish them.

The work of the Alliance of Catholic Women will never be forgotten by the boys who visited the Benedict Service Club. The cafeteria came under their particular charge, and over four hundred Catholic women, under the able direction of Miss Katherine M. Walsh and Miss Mary Clare, served in relays from early in the morning until late at night waiting on the tables and ever finding ways of cheering up the boys far from their home towns.

The figures taken from the records of the club show in an unmistakable manner the valuable accomplishments of the Benedict Service Club during the single year of its tenure at 1019 Market Street. Two hundred and twenty-eight thousand men were registered. One hundred and thirty-seven thousand meals were furnished at an average cost of twenty-seven cents per meal. Nearly 30,000 men were accommodated with lodgings and 11,000 men were furnished with positions through the free Employment Bureau Service. Thousands of inquiries were handled relative to vocational training and as many more relative to War Risk Insurance. The club also served as a clearing house for many anxious mothers who were desirous of locating their boys in France. Over 6,000 meals were served gratis and 3,000 free beds furnished to those boys who were short of funds.

The need of a service club in Philadelphia created the desire to perpetuate the work, and as the spacious building at 1019 Market Street was entirely too large for the present needs, smaller quarters have been obtained at 157-59 North Fifteenth Street, where the work will go on and the same high standard of service will be continued.

THE SALVATION ARMY

By COLONEL R. E. HOLZ

In the war work of the Salvation Army in France, the Atlantic Coast Province, of which Philadelphia is the headquarters, was well represented. In the first party which sailed August 12, 1917—were two staff-captains, Wm. Halpin and L. Allison Coe. There were eleven in all in the pioneer party, seven men and five women, and two were sent by the Philadelphia headquarters. With every party that sailed up to 1919 other representatives were sent. A total of twenty-five overseas workers representing our Philadelphia headquarters did splendid work, and were known from the Gondrecourt area to Coblenz and Brest.

Apart from the overseas work, there was much work done at home by a large corps of officers and workers. The work at the Pershing Hotel, Atlanta, Ga., the large building at Camp Gordon, Petersburg, Va., Newport News, Va., Baltimore, Md., Philadelphia, Pa., Washington, D. C., and Camp Meade was directed from Philadelphia. Men from all over the country were cheered and helped, and the touch of home that one always received helped to steady men when they felt like giving way to temptation. All over the State of Pennsylvania, and everywhere in Philadelphia, men can be found who speak of the Salvation Army in the most laudatory terms. They call Salvation Army men and women "regular guys" and "real people."

The hospitals were not forgotten and delicacies of various kinds were regularly distributed to the "boys."



Internationa

Commander Hinkle and the German Flag which he brought from Metz.

One boy coming out of the ether, hearing a Salvation Army woman war worker say, "It's all right, son," said, "Mother, run your fingers through my hair like you used to do."

Of course, she did so and the boy was quieted.

The story of the Salvation Army war work can truthfully be said to have been the doing of the little things to "the least of these my brethren." The boys multiplied the little things and bulked them up, and built a monument of love out of them in memory of this body of Christian men and women whose service was not a purchasable quantity, but who did what they could, remembering it had been said that even a cup of cold water given in His name would not lose its reward. Through the mud and rain of France they tramped—the darkest nights found them heading for the front, when they were seen from Seishpny to the Argonne. They cared for the living—comforted the dying; buried the dead and placed flowers and the flag for which the boys had died over the rough mound of earth surmounted by a White Cross, which marks the resting place of the boys of the Golden Star. The boys sing: "Though she called each a Brother, she was more like a Mother, Salvation Lassie of Mine." Doughnuts cooked by the Salvation Army Doughgirls cheered the hearts of thousands of Doughboys—then they made pies, cookies and big cakes that were just like mother used to make. The boy that ate the first doughnut said: "Gee! if this is war, let it continue." If he had been a pessimist before, the doughnut converted him into a smiling optimist.

The religious side of things was not forgotten and men of all shades of religious

belief—the Catholic, the Protestant and the Jew crowded into the meetings. They knew that no man's faith would be insulted, but that they would be made better men and helped in going over the top, or going West, or just doing the sordid every day round of drill, with heavy pack and aching feet.

Colonel R. E. Holz, who directed the affairs of the Atlantic Coast Province for twelve years, was transferred from Philadelphia to New York in 1920. In the rearrangement of areas, Philadelphia is now the Headquarters for Eastern Pennsylvania, Southern New Jersey and Delaware Division. Lieutenant Colonel Arthur T. Brewer is the Divisional Commander and Major Wm. H. Barrett, General Secretary. Both reside in this city. Lieutenant Colonel Brewer has been an Officer of the Organization for thirty-six years and Major Barrett for twenty-three years.

THE UNITED SERVICE CLUB

The first United Service Club for enlisted men was formed in this city by the Philadelphia Army and Navy Camp Committee of the National Congress of Mothers, as a result of a meeting held in the Acorn Club on May 25, 1917. The women who met and established the United Service Club were called together by Mrs. William T. Carter, Mrs. Frederic Schoff, Miss Mary S. Garrett and Mrs. Joseph P. Mumford.

The Board of Managers of the Children's Hospital, 22d Street below Walnut, gave the Hospital building for use during the period of the war. With the support of interested men and women the necessary equipment was secured. The Navy Yard detailed men to assist in running the Club. Among the many features of the Club were the dormitories, cafeteria and recreation rooms. The Mothers' Annex was opened as a place where the next of kin could find a place to meet with their boys—often the last time before they went overseas, and in all too many cases, the last time that they saw their boys.

The Board of Managers was: Mrs. William T. Carter, Chairman; Mrs. Frederic Schoff, Vice-Chairman; Miss Mary S. Garret, Mrs. Joseph P. Mumford, Mrs. George H. Earle, Mrs. John Gribbel, Mrs. Spencer K. Mulford, Mrs. William Simpson, Jr., Mrs. Edward T. Stotesbury, Mrs. Jones Wister, Mrs. J. Albert Caldwell, Mrs. William M. Field, Mrs. William E. Lingelbach, Mrs. William A. Platt, Miss Clara T. Chase and Mrs. J. A. Carter.

An Auxiliary Committee on Entertainments was composed of a 150 prominent women.



Courtesy of Frank W. Buhler, Stanley Co. of America.

Service Men at the Club.

Over 800,000 enlisted men enjoyed the privileges of the Club. The men of the British and French ships were also entertained while in port.

The motto of the Board of Managers was "Do for these boys what you would like some mother to do for yours, wherever he may be".

WAR CAMP COMMUNITY SERVICE

The War Camp Community Service, or War Camp, as it was generally known, commenced operations in May, 1917, and ceased its work on October 31, 1919. In the beginning work similar to War Camp activities was carried on under the Philadelphia District Committee of the Commission of Public Safety of the Commonwealth of Pennsylvania, through a sub-committee on recreation, co-operating with the Playground and Recreation Association of America and the Army and Navy Departments' Committee on Training Camp Activities.

Robert D. Dripps was the original Chairman of the sub-committee of the State Commission, and at the time of the organization of War Camp work, Ira W. Jayne and Cheney Jones were, successively, Directors.

With the development of the Commission on Training Camp Activities, War Camp greatly expanded its work in Philadelphia. Mr. Dripps was Acting Director



Keystone Photo Studio.

The Staff.

following Mr. Jones, and was succeeded by Courtney Baylor, who had his headquarters in the Widener Building.

Among those who were interested in promoting the War Camp, and who served on its Executive Committee, were: Robert D. Dripps, Chairman; Mrs. Edgar W. Baird, Vice-Chairman; Lieutenant Colonel C. B. Hatch; Mrs. J. Willis Martin; Mrs. Barclay H. Warburton; Albert Cook Myers; Leon J. Obermayer; Michael J. Slattery; Charles A. Stinson.

The other two directors of the War Camp were, successively, Calvin L. Lewis and Olin F. McCormick. Mr. McCormick, who had been an associate director during the entire period of the work of the service in Philadelphia, terminated its activities on October 31, 1919. The general scope of the War Camp was continued by Community Service, Incorporated, under the direction of Fred A. Moore.

War Camp was instituted under the direction of the War and Navy Departments, Commissions on Training Camp Activities for the purpose of providing the armed forces of the United States with adequate recreational facilities during their leisure time, and for the purpose of maintaining at a high standard the



Courtesy W. C. C. S.

Navy Yard Booth.

morale of the civilian population in communities adjacent to armed camps, particularly those groups of the civilian population which were engaged in war industry.

It was successful in its endeavors, coordinating the work of existing organizations, assisting the development of new ones and in acting as a clearing house for the dissemination of general information.

The Philadelphia branch was divided into five divisions, namely: the Service Division, the Women's Division, the Special Division for Colored Organization, the Community Singing Division and the Merchant Marine Division.

The Service Division maintained a Booking Bureau from which welfare organizations, both in and out of the camps, secured entertainment talent, vaudeville artists, motion pictures, singers, orchestras, etc. This bureau provided for organizations at the Navy Yard, Camp Dix, Cape May, Allentown, etc., and at welfare clubs in Philadelphia and vicinity. About 1,100 full performances were given, in which approximately 6,800 performers participated, one-third of whom were paid and the balance were volunteers.

The entertainment department was instrumental in securing the production of the finest sort of vaudeville performances in various theatres in Philadelphia during the winters of 1917-18 and 1918-19. These productions were a gift to our armed forces by the Theatrical Managers' Association, theatre owners, actors and actresses, Stage Employees' Union and the Musicians' Union, all of which gave their services without compensation. Over 12,000 men were entertained at these performances.

This department was able to induce well over 1,000 citizens of Philadelphia to entertain in their homes no less than 120,000 enlisted men. One of the staff of the War Camp Community Service was officially assigned to the Navy Yard to organize parties of men to attend functions of various kinds, and to see that they reached their destination. Transportation was paid, if necessary.



Courtesy W. C. C. S.

A Liberty Party.

The department operated a transportation service, which included over 2,000 volunteers, who took men from central points to entertainments and dances. They also arranged for sight-seeing trips for men who were wounded or sick. More than 200,000 men were thus given automobile service.

Another branch of the Service Division was known as the Cooperation Department, which equipped two canteens and three service clubs. The canteens were operated by the National League for Woman's Service. One of the clubs was operated by the Jewish Welfare Board. The canteen in another club was conducted by the American Red Cross and the balance of the work was done directly by War Camp. One of the most successful of these clubs was for colored men. In these clubs and canteens about 35,000 men were served.

The department assisted in the organization of six of the special service clubs for enlisted men in Philadelphia and gave assistance of various kinds to thirty-five other local organizations which were operating clubs, either wholly or in part, for the use of our armed forces.

An Information Department was established which provided a good information service covering every conceivable item of interest to enlisted men and their relatives. In particular, information regarding incoming transports was supplied in cooperation with the Emergency Aid and Philadelphia Council of National Defense. Four information booths for the use of men in uniform and civilians were manned. The one on the East Plaza of City Hall, in charge of John W. Basford, known to the men as "Dad," was especially popular. Over one million and a half copies of the *Weekly Bulletin*, published by the War Camp, were distributed. Each bulletin gave briefly a summary of events for service men in Philadelphia. The names and locations of the more important places of historic interest were published in a special bulletin.

In brief, the Service Division, through its various branches came in contact with, and served, over 2,250,000 men.

The Women's Division organized recreational and educational groups among approximately 13,000 girls, which consisted of workers in munition factories, yeo-women, and others. The Colored Department of this division organized over 3,000 girls in similar groups.

The special division for colored organizations provided recreational and educational facilities for returned (colored) soldiers and sailors. Groups of about 20,000 colored citizens were organized in this service, and the Berean Army and Navy Section of the War Camp, which was located at 1930 S. College Avenue (for use by either white or colored men), was one of the finest service clubs in the country.

The Community Singing Division was organized for the purpose of keeping the citizens of Philadelphia in the singing frame of mind and to inspire their patriotism. Over 2,300 "Sings" were held, in which something like 6,000,000 people participated.

The Marine Division endeavored to do for the members of the Allied Merchant Marine the same sort of service which the Service Division did for the armed forces. It provided special entertainments for the crews of foreign vessels and stimulated activity along the water front. It also cooperated with the Seaman's Institute, and a large part of the work which it assisted in developing will be permanent.

Sight-seeing trips about the city for service men had their inception in the early summer of 1918. These were first arranged by Albert Cook Myers,



Courtesy W. C. C. S.

At the Berean Club.



Courtesy W. C. C. S.

Brazilian Naval Officers at Independence Hall.

a volunteer member of War Camp Staff, for the men on guard at Cramp's Shipyard. Later in the summer, Burton Alva Konkle led parties on Saturday afternoons from the Navy Yard to points of interest in old Philadelphia. Other guides for similar Saturday afternoon pilgrimages were Albert J. Edmunds and A. J. Kincaide.

Among those who served on the Staff of War Camp were: Howard Gow Welch, Horton W. White, Miss Clara T. Chase, Miss Helen E. Porterfield, James E. Corneal, Miss Anne McDonough, Miss M. S. Liddle, Benjamin E. Ammons, F. C. Brennan, J. V. Fairlamb, Miss L. H. Mason and H. T. Barnett.

THE WAR EMERGENCY UNIT

Early in April, 1917, two members of the Fourth Street Club in Philadelphia held a discussion regarding the best means of maintaining those ideals which had led the United States into the Great War, by helping the men who were enlisting in the service of their country. The War Emergency Unit was the eventual outcome of this conversation and as an organization developed through the inspiration of Frank C. Brodhead and his associates.

The plan outlined was to provide a service, social, educational and moral, which was not otherwise taken care of by the Government. That it accomplished its purpose is proven by the simple record of its achievements. The success of the unit in meeting the abnormal demands of war times is but a proof of the universal, whole-hearted cooperation of its members.

The first meetings were held at the Fourth Street Club in April, and plans for the work outlined and developed, and departments of activity organized.

The suggestions of Major General Littleton W. T. Waller were most helpful.

An important feature of the early activities of the unit was the providing of clean, healthful entertainment for the sailors and marines stationed at the navy yard. Tickets for moving-picture theatres and other amusements were placed on sale here at reduced rates. Through the courtesy of Harry T. Jordan, Manager of Keith's Theatre, the unit was able to supply performers from the local vaudeville houses for entertainments within the yard. Moving-picture films were furnished through a special arrangement with Stanley Mastbaum, of the Stanley Picture Corporation, and with David R. Sablosky.

Albert N. Hoxie acted as Director of Community Singing in Philadelphia for the unit. He was assisted by Professor Burton T. Scales, of Girard College. Group singing in the barracks, at entertainments, etc., was a feature of the work. E. J. Berlet, President of the Walnut Street Business Men's Association, was of material service in keeping the activities of the unit before the public.

In August, 1917, Clarence C. Zantinger secured permission from the Fairmount Park Commission for all enlisted men to swim and play baseball, etc., in Fairmount Park. The following month, the Athletic Association of the University of Pennsylvania, at the request of Paul Thompson, agreed to admit all men in uniform, without charge, to the Pennsylvania football games.

The Magazine Distribution Department got in touch with the circulation managers of several periodicals, and thousands of up-to-date magazines were sent to the yard for distribution. Through the courtesy of F. C. Stiefel, the unit was provided with ample quarters for the receipt and distribution of these publications.

To serve a similar end, thirty portable traveling library cases were designed by the unit for use overseas and filled by the Free Library of Philadelphia.

There was increasing need for instruction in training enlisted men for promotion as commissioned or non-commissioned officers, or for greater efficiency in their immediate duties. Regular classes were established in the Navy Yard and at other outside points. At some of these classes the attendance was over two hundred at each session.

Professor Vincent B. Brecht was in charge of the Educational Department. He had about thirty coworkers as members of his faculty and first established a series of classes at the marine barracks in the Navy Yard. Courses were arranged in automobile mechanics, surveying, typewriting, conversational French, science of telephoning, building roads and railroads, engineering structures, electricity as applied to military training, filtration, etc. For the technical subjects of engineering, the cooperation of the Engineers' Club of Philadelphia was secured and C. F. Pull, Jr., obtained, largely from the Club, a competent staff of teachers.

Classes in navigation were held in the seamen's barracks of the Supply and Receiving Ship, at Pier 19, North Wharves, at the United Service Club, at the Rotary Army and Navy Club, at the Radio School, and at Essington, Pa. Instruction in navigation at Pier 19, and the Rotary Army and Navy Club was supplemented by courses in seamanship. Largely from instruction and training received in one series of these classes in navigation and seamanship, 150 enlisted men subsequently secured their commissions as officers.

Classes of instruction for prospective pay clerks and assistant paymasters were conducted at the Rotary Army and Navy Club, and a course in steam and marine engineering instituted at the Fuel Oil School in the Navy Yard.

One of the most interesting navigation and French classes was made up of officers and men stationed on mine sweepers, off Camden, N. J. Opportunities for learning French, through conversational methods, were likewise offered at the Spring Garden Institute to soldiers qualifying for drivers and chauffeurs overseas and at the Frankford Arsenal.

The Representation Department, which kept in personal touch with hundreds of officers and men in all branches of the service and transmitted their ideas and suggestions to those in charge of the various departments of the unit. In this way, the unit was enabled to cooperate constantly with the War Camp Community Service, the Representation Department taking entire charge of the Sunday evening entertainments given by them, in connection with the Theatrical Managers' Association of Philadelphia. An average of three thousand soldiers, sailors and marines were entertained in this way every Sunday evening. The thanks of everyone concerned are due Fred. G. Nixon-Nirdlinger and Harry T. Jordan.

At the suggestion of Lieutenant Commander F. R. Payne, U. S. N. (retired), the unit secured the services of R. B. Evans and B. O. Frick, for free legal advice to the marines stationed at the Navy Yard and for consultation, at their law offices, for all enlisted men. Joseph W. Shannon helped to continue this service with great efficiency.

At its early meeting the War Emergency Unit took steps toward studying the problem of the re-education of those men who were incapacitated through service to their country. A survey and bibliography of this subject, prepared by William H. Hussie, was used by societies and organizations nationally. D. C. McMurtrie, Director of the Red Cross Institute for Crippled and Disabled Men, valued Mr. Hussie's knowledge and broad vision so highly that he made him a member of his staff. O. F. McCormick, who was active in the work of securing entertainment for the men at the Navy Yard, later became Director of the Philadelphia activities of the War Camp Community Service.

Until June, 1918, the work of the unit had been financed partly by individual subscriptions and partly by the War Camp Community Service of the Commission on Training Camp Activities. It seemed advisable to turn to other sources for support, and therefore an appeal was made to the War Welfare Council of Philadelphia and an appropriation from the War Chest was paid monthly from July, 1918, to the unit.

The work continued with increased efficiency until November, when, after the signing of the armistice it was seen that the emergency was over, the Board of Governors voted to discontinue activities after the 31st of December, 1918.

From the highest officials of the Navy and of the Marine Corps to the blue-jacket and private, only words of commendation have been received for the work of the unit. This unique organization, held together by the unselfish efforts of its founder and his pioneer associates, assisted by the cooperation of the members and conscientious instructors, accomplished an important task. It trained innumerable men to better their positions in the service and by maintaining an opportunity for intellectual activity, it enabled these men to return better equipped to civil life.

The officers of the War Emergency Unit were:

Honorary President, Major General Littleton W. T. Waller, U. S. M. C.;

Honorary Vice-Presidents, John Gribbel, Edward T. Stotesbury, Chaplain Curtis H. Dickens, U. S. N.

BOARD OF GOVERNORS

President, Cornelius Bodine; Vice-President, Harry T. Jordan; Treasurer, Edward Hsley; Secretary, E. Earl Daniell; Publicity, George I. Bodine, Jr.; Representation, Frank C. Stiefel; Advisory, Olin F. McCormick; Executive Manager, Frank C. Brodhead.

THE WAR SERVICE COMMITTEE OF THE HISTORICAL SOCIETY OF PENNSYLVANIA*

No local organization gave greater pleasure to the men in service than "The Historical Society of Pennsylvania." Thirty-three Saturday evening receptions, free to soldiers, sailors and marines, were held at the building of the Society, 1300 Locust Street, between May 1918-19. Over 32,000 men were entertained. The largest attendance was 1,400 and the average was 1,000. Thanks for the good work done were expressed in person by both the Secretary of War and the Secretary of the Navy.

Albert Cook Myers, a member of the Society, suggested these receptions, and, together with Ernest Spofford, Assistant Librarian of the Society, organized and directed the work in connection with them without compensation. The Council of the Society, in April, 1918, agreed to open the building one night a week in order that the men stationed in Philadelphia or in the city on leave might examine the remarkable collections of historic interest. A War Service Committee was appointed, consisting of Charlemagne Tower, John Frederick Lewis and John Gribbel, to represent the Council of the Society. Having power to add to its numbers, it made Mr. Myers and Mr. Spofford, Chairman and Secretary, respectively, of the Executive Committee. The late John W. Jordan, Librarian of the Society, was also for a time, a member of the Executive Committee, and took much interest in rearranging the Museum collections for the opening night. Francis Howard Williams, Treasurer of the Society, acted in like capacity for the Committee.

During the later period of the receptions, Francis Rawle, the late William Drayton, Edward Robins and Harrold E. Gillingham, also served on the War Service Committee.

The first of the receptions was held on Saturday evening, May 18, 1918. It was for officers only. The building was beautifully decorated with flags and flowers. A Guard of Honor, of soldiers and marines, was present. The Secretary of War, the Hon. Newton D. Baker, was the speaker of the evening. Orville Harrold, the American tenor, sang. All of the later receptions were for enlisted men.

No pains were spared to bring these receptions to the attention of the enlisted service men. Neat signs of welcome were placed on the exterior of the building. A special poster was printed and widely distributed, giving a list of some of the star exhibits displayed, viz.: The Wampum belt given to William Penn by the Indians, "Mad" Anthony Wayne's sword and camp kettle, Robert Morris' great money chest, Franklin's punch keg, Washington's desk, John Paul Jones' sword given to him by King Louis XVI of France, Lincoln's law books and furniture, the autograph manuscripts of "The Star Spangled Banner," "Home, Sweet Home," and "Hail Columbia." Each week, moreover, 12,000 printed announcement cards, cut to fit a sailor's pocket, were distributed in over one hundred camps and

*Summarized by the Secretary of the Philadelphia War History Committee from the records of Albert Cook Myers.



Rau Art Studios, Inc.

First of the Receptions for Officers and Soldiers, Sailors and Marines.

like places. In this distribution, as well as in many other ways, War Camp Community Service greatly aided. The Boy Scouts also were willing helpers. The hours for the reception were from 7 to 11 o'clock. The uniform admitted the service men, but cards of admission were strictly required for all civilians. The officers and members of the committees had their appointed places and functions to perform. The five great rooms of the building and all the special facilities for such functions were made freely available. The stately entrance hall was hung with flags of the Allies, and from the galleries of the Assembly Hall, intertwined with bunting, were suspended the standards of the city, state and nation, along with the beautiful and costly historic flags and banners of the Pennsylvania Society of the Sons of the Revolution and other patriotic organizations.

A band or orchestra, stationed in the Assembly Hall, enlivened the evening. The tables in the main reading room were covered with magazines, which, after the receptions, the men were permitted to take with them. Cigars and cigarettes were provided, and many of the men lingered in this room to read, smoke or chat with one another or with those chosen to assist in entertaining.

A catalog of the Society's collection of relics, manuscripts and paintings was prepared by Mr. Myers. Competent guides described the collections, particularly those in the two museum rooms on the second floor.

At 8 p.m., the exercises proper began in the Assembly Hall, the Chairman of the Executive Committee presiding. A Liberty Sing was led by Albert N. Hoxie, Director of Music at the Philadelphia Navy Yard.

About 8:30 o'clock, an eight-minute address was delivered on some topic of historic interest. The speakers were: Hampton L. Carson, S. Davis Page, Charles Wadsworth, Jr., W. Herbert Burk, Ex-Governor Edwin S. Stuart, John Cadwalader, Major General Littleton W. T. Waller, William W. Porter, Calvin L. Lewis, Charles Francis Jenkins, Hollis Godfrey, Cheesman A. Herrick, Charlemagne Tower, Mrs. Charles Roberts, Mrs. Arthur H. Lea, Thomas Willing Balch, the late Thomas Skelton Harrison, Thomas Lynch Montgomery, Ellis Paxson Oberholtzer, the late John W. Jordan, W. W. Keen, William E. Lingelbach, Russell Duane, Major General Charles H. Muir, and Albert Cook Myers.

Following the address were special musical features. Among those who, as volunteers, delightfully assisted in this way were: May Ebrey Hotz, Lewis L. Howell, Elizabeth H. Latta, Harry T. Jordan, of Keith's Theatre, Mrs. Phillips Jenkins and her students, Aline van Barentzen, the Orpheus Club of Philadelphia, and Henry Gordon Thunder. A special dramatic entertainment was given on one occasion by Mr. and Mrs. Otis Skinner. At another time a quaint Indian game was played by a group of red men impersonated by students of the School of Industrial Art, costumed under the direction of the artist and Indian authority, Charles H. Stephens.

At 9 o'clock dancing began, under the oversight of certain ladies of the Committees. Each week about 200 girls were invited as dance partners and to assist in entertaining. The dance in progress, supper was served under the direction of Miss Helen K. Morton and Miss E. Mae Myers. Among others who assisted them were the Emergency Aid Aides in their attractive uniforms, usually under the command of Miss Marys B. Clark (now Mrs. George Harrison Frazier, Jr.). At the coffee urns presided Miss Lydia T. Morris and Mrs. Charles Roberts, or other efficient helpers.



Rau Art Studios, Inc.

A Later Reception to Soldiers, Sailors and Marines.

Many wounded men were entertained, and given special care and attention. Frequently, men convalescing in city hospitals, were brought in motors to the receptions through the kindness of Mrs. George W. Childs and others.

The visitors came from every State in the Union, the territorial possessions and the Allied countries. All branches of the service were represented. On the whole they were splendid young men, many of them of the keenest intelligence and finest sensibility.

The expenses of the receptions, amounting to about \$18,000, were met by a special fund contributed on appeal by a long list of members of the Society. Individual members and organizations who defrayed the cost of specific evenings were Mrs. J. Bertram Lippincott, Walter J. Lippincott, the Pennsylvania Society of Colonial Dames of America, the Colonial Society of Pennsylvania, the Pennsylvania Society Sons of the Revolution, Thomas DeWitt Cuyler, the late Mrs. James Millin, the Transatlantic Society of America, Miss Anna J. Magee, Mrs. William Brooke Rawle, Alexander Van Rensselaer, Misses Emily and Laura Bell, Miss Lydia T. Morris, Mrs. Arthur H. Lea, Thomas Willing Balch, the late Thomas Skelton Harrison, Miss Nina Lea, and groups of men and women.

This generous financial support would have been wholly inadequate but for the voluntary services of a devoted and self-sacrificing band of workers who gave themselves personally to the cause. Among the most active members of the sub-committees on reception, entertainment, etc., beyond those previously mentioned, were: Charles S. Bradford, Mr. and Mrs. Howard F. Brinton, Misses Kezia R. and Martha Bunting, Miss Jane Campbell, Miss Helen Louise Coates, Mr. and Mrs. James de W. Cookman, the late Miss Anne H. Cresson, Mr. and Mrs. Leonard H. Dudman, Mrs. Walter J. Freeman, Miss Jean E. Graffen, Mrs. William S. Hallowell, Mr. and Mrs. John W. Jordan, Wilfred Jordan, Bevan Jordan, Mr. and Mrs. Alfred R. Justice, Mrs. Nathaniel Seaver Keay, Gregory B. Keen, Mrs. A. H. Lane, Miss Mary B. Latta, Miss M. Atherton Leach, Howard W. Lewis,

Mr. and Mrs. M. P. McGeehan, Miss Elizabeth D. McMahon, Mrs. Sara P. S. Mitchell, Mrs. Alvin A. Parker, Miss Ella Parsons, Mrs. Henry Pemberton, Jr., Mrs. Edward Robins, Mrs. Ernest Spofford, Mrs. James Starr, Jr., Mr. and Mrs. Spencer Trotter, Miss Anne Hollingsworth Wharton, Miss Bertha S. Wetzell, Miss Mary E. Wood, Mr. and Mrs. William E. Wood.

At the outset, the entire staff of the Society volunteered to do their part in the work, and their willing services greatly helped the undertaking. In addition to those already mentioned, they were: Miss Jane C. Wylie, Albert J. Edmunds, Miss Mary M. Townsend, James W. Pawson, Miss Lilian T. McMahon, George H. Fairchild, Miss Martha F. Grant and Miss Martha B. Thompson. Furthermore, the helpful suggestions and the hard work and late hours required from the faithful guardian and caretaker of the building, R. Albert Stenberg, were indispensable to the success attained.

It is impossible here to chronicle all the kindly assistance and encouragement from outside sources, but mention must be made of that received from the city press, which was ever friendly and appreciative.

The final reception, on May 17, 1919, was in honor of the men of the 28th Division. Major General Charles H. Muir, who was present, together with his staff, made the address of the evening.

The receptions became famous all over the country and were the theme of letters to the home-folks and of pleasant reminiscence on ships at sea and in the camps of France.

They will ever be held in appreciative and grateful remembrance by an important element of our young citizenship, and will redound to the credit of the Historical Society and to the city of Philadelphia.

THE YOUNG MEN'S CHRISTIAN ASSOCIATION

WALTER M. WOOD, GENERAL SECRETARY

The war work of the Young Men's Christian Association of Philadelphia should be divided into two classes: First, that done by the Metropolitan Y. M. C. A.; and, second, that which was directed by the National War Work Council.

Of the three national campaigns conducted by the National War Work Council of the Y. M. C. A. for \$3,000,000, \$35,000,000 and \$100,000,000, respectively (each quota was exceeded), the Philadelphia district contributed approximately \$10,000,000 for the three campaigns.

WORK OF THE METROPOLITAN Y. M. C. A.

The general statement issued by the Metropolitan Association covering the period from April, 1919, is prefaced by figures giving the names of secretaries and members who enlisted in the service of their country. The Honor Roll of the Central Branch alone includes twelve secretaries and 1,700 members. An unusually high percentage of members and secretaries also engaged in war welfare work in the city and in the camps and overseas, William O. Easton, Executive Secretary of the Central Branch serving as Associate National Educational Secretary.

As soon as Camp Meade was organized, a number of the directors of the Phila-



Class in Trigonometry.

delphia Association, including some of the leading business men of the city, volunteered their services as Y. M. C. A. secretaries for stated periods of time on such a basis as would permit of an adjustment with their business schedules. Among the men who served at Camp Meade may be mentioned the following: Edward H. Bonsall, William M. Longstreth, Edward W. Nicholson, John W. Dorris, and J. Willison Smith.

The services rendered by the Metropolitan Association, under the direction of President Joseph M. Steele, and General Secretary Walter M. Wood, were largely with service men at the regular branches. That work is best shown by the use of a few figures and in presenting them the Metropolitan Association stresses the fact that these figures do not include the work done under the War Work Council in and near Philadelphia.

Over 517,000 men made use of the Y. M. C. A. buildings in Philadelphia, of which number 175,000 secured sleeping accommodation and 115,000 used the baths, lockers, swimming pools and gymnasium. A total of over 91,000 attended regular meetings and 11,700 were entertained in homes, churches, and theaters under the direction of the Young Men's Christian Association.

Owing to the proximity of Camp Dix, the Washington Barracks at Cape May, and the increased number of men at League Island, the Metropolitan Y. M. C. A. was confronted with a number of problems. Not only did it have the men in the service to consider but also, on account of the great increase of industrial workers

in munition factories of Philadelphia and at Hog Island, its general activities were, of necessity, greatly expanded.

Special educational classes were established in which 340 took the courses in aeroplane work; 103 studied in the courses in wireless; 181 took up ship blueprint reading, while sixty-three enrolled in the courses in navigation and seventy-five in ship fitting.

So great was the demand upon the various branches of the association that it became imperative to find larger and more suitable accommodations. Therefore, the First Regiment Army at Broad and Callowhill streets was fitted up as a clubhouse. The chairman of the committee in charge was Richard L. Austin, and the executive secretary was L. W. Fountain. During January, 1919, and the nine months following over 27,000 men were cared for at the armory. Entertainments for 9,000 were provided there and each man received a gift package from the department. Not only were the men provided with sleeping accommodations and entertained, but 3,000 relief cases were also handled, and over one hundred positions secured for returned men. The total number visiting the armory and making use of its equipment was over 55,000.

In the spring and summer of 1919 thousands of returning troops came to the port of Philadelphia. Mr. Keeler the Transportation Secretary arranged for the reception of nineteen troopships and the proper care of the men who were transported from the pier to Camp Dix on fifty-eight troop trains. In practically every case all returning troops were served with a gift box and thousands of postal cards were distributed and many telegrams to relatives sent free of charge. The gift boxes were packed by a voluntary committee of ladies under the chairmanship of



Library at League Island.

Miss Warren of the Pennsylvania Railroad Branch. Equipment for cargo boats was supplied, consisting of a phonograph and records, testaments, song sheets, pamphlets, books, games and stationery. This equipment was also furnished to eleven coast-guard stations through Mr. Welch of the War Camp Community Service.

The return of troops to the port of Philadelphia, and the very large number of demobilized men coming to this city from many camps, necessitated the assignment of nine special secretaries, and four members of the regular staff to help discharged service men to find themselves in civil life. Nor was this work confined to men of American birth only. Thousands of men who were born in other lands, or whose parents had come as immigrants to this country served with the American forces. Special attention was given to those men whose limited knowledge of the English language and lack of understanding of American ways often caused apparent injustice. This special work was under the direction of G. T. Demberg. In connection with the work for demobilized men, special service was organized for the colored men of the city. This work was largely personal in character; the men being helped to secure allotments, insurance, lost discharges, etc. Three hundred and forty-four colored men were placed in positions.

In the second place, the work of the National Y. M. C. A. in the service of the troops is of special interest to Philadelphians, for during the Civil War two secretaries from this city served with the Union forces. Work was carried on by the Y. M. C. A. during the Spanish and Russo-Japanese wars and when the National Guard regiments were called to the Mexican border, it had its secretaries with the troops.

At Camps Hancock and Meade, and wherever Philadelphia men were sent, they found the Y. M. C. A. ready to serve. The Red Triangle workers were on the piers to greet them, and bid them "God Speed." In many cases they went with them on the transports and continued their activities in places of danger and need, in the front line.

Doctor Cornelius T. McCarthy, the first American medical officer to receive the British Military Cross, and subsequently the Bar, was with American Engineers at Cambrai in the fall of 1917. Doctor McCarthy, in letters to friends, paid high tribute to the Y. M. C. A. In closing one of these letters, Doctor McCarthy said: "Thank God for the Y. M. C. A. For three days we were unable to get supplies to the front because of heavy fire, and we were sustained by the supplies of the Y. M. C. A. hut, whose workers were with us at the time."

Three hundred and thirty-three Philadelphians, of which number 253 were men and eighty were women—served with the "Y." One hundred and twenty-five worked overseas and 208 in the various camps at home.

WORK CONDUCTED BY THE NATIONAL WAR WORK COUNCIL

The statement issued by J. D. Sutherland, Philadelphia representative of the National War Work Council, covered the period from September, 1917, to December, 1919, a total of 27 months.

The work of the Navy Y. M. C. A., including two buildings, one in the city at 13th and Shunk streets and the other, the Navy Y. M. C. A. building at the League Island Navy Yard, were placed at the disposal of the War Work Council. During the war period over 600,000 Navy men secured sleeping accommodations

and used the general club facilities, including baths, lockers, game rooms, reading and writing rooms. Thousands of men desiring accommodations were turned away, every available inch of space in the city Navy building being packed to capacity.

The building at the Navy Yard proved inadequate to meet the demands of war time, and on September 20, 1917, a type "E" building, including an auditorium and social room, was dedicated. A staff of five secretaries consisting of one building secretary, two religious work secretaries, one social and one educational secretary were placed in charge.

Under the chairmanship of Mrs. Robert E. Strawbridge, a committee of Philadelphia women was organized to conduct a canteen for the sale of ice cream, cake and soft drinks. Mrs. John W. Geary, a member of this committee, furnished the social wing of the building.

Edward Bok presented a swimming pool at League Island, 75 feet long and 25 feet wide, with a depth of 4 feet at the shallow end and 9 feet at the deep end.

The Commandant at the Navy Yard was so pleased with the pool and the possibility that his men could be given instruction in swimming, that he issued a schedule of hours for the different detachments stationed at the yard.

In the second "Y" financial drive for \$35,000,000 a troop of nine Boy Scouts of Merion, Pa., raised \$32,000. This troop decided to present this entire amount to the National War Work Council for "Y" work and requested that \$15,000 go to France to provide a hut for the Army and the balance of \$17,000 to provide a modern gymnasium for the men of the Navy and Marine Corps at League Island Navy Yard. This building with full equipment, including apparatus, wrestling mats, hand ball and basket ball courts and full gym equipment, had a seating capacity for 1,500 men. It was dedicated June 5, 1918. The association in this district was particularly fortunate in having such a complete physical equipment and the men of the service took advantage of the entire plant to its fullest capacity.

In September, 1918, the influenza epidemic which swept the country reached League Island Navy Yard and on September 11th the use of the buildings was offered to the medical authorities and on September 12th they were taken over. The auditorium and social room were taken by the Navy and provided quarters for 200 patients; the gymnasium was taken by the U. S. M. C. and also provided quarters for 200 men. The staff of secretaries volunteered to care for these men, and during a period of three weeks rendered remarkable service in caring for the sick and ministering to the parents and relatives of the men who died. The entire yard was quarantined for a period of six weeks and when conditions improved at League Island, members of the staff gave their services in city hospitals where the epidemic had made particularly hard inroads among the population of the city.

Figures summarizing the work from September 20, 1917, to July 1, 1919, show that the attendance at the building totaled 2,103,920 and that 541,100 letters were written. The secretaries sold money orders totaling \$53,998.26 and cashed checks on a daily average of \$250, amounting in all to \$150,000.

The secretaries in charge of religious work conducted 205 meetings with a total attendance of 44,206. Three hundred and twenty-one Bible classes were organized with a membership of 5,461; over 8,000 copies of Scriptures were dis-

tributed and 1,000 personal interviews held with the men for the discussion of moral and religious subjects.

In the Educational Department 13,896 men attended 39 lectures. There were 361 educational classes with a total attendance of 5,323.

The library was operated under the Educational Department and 11,392 books were put in circulation. The swimming pool was used by 43,679 men, and 108,385 took advantage of the facilities offered by the gymnasium and its equipment. Motion-picture entertainments proved popular, as usual, and the Social Department reported that 127,025 men enjoyed the films.

Besides the work at League Island, the Philadelphia district organized and developed activities in seven other places:

PAOLI—Camp Edward C. Fuller, for Signal Battalion, U. S. M. C., operated from June to September, 1918.

FORT MIFFLIN—Ammunition base, three miles below League Island on the Delaware River. Extension program from Navy Yard for 300 marines.

FRANKFORD ARSENAL—The government prepared a room inside the arsenal for association purposes and the "Y" secretary also had charge of a community house outside of the arsenal for recreation purposes. This work was carried on from September, 1918, to January, 1919, for the 600 Army men at this place.

GREENWICH POINT—The association equipped a building which the Government provided and detailed a secretary on full time for work with 300 men of the United States Army and Motor Transport Corps for a period covering January, 1919, to July, 1919.

UNITED STATES ARMY HOSPITAL NO. 22 (BLOCKLEY), PHILADELPHIA—From February to May, 1919, the Government provided a room in the hospital for association work and during the months of May and June the activities were continued in a large tent. A secretary on full time looked after the needs of 600 wounded overseas men and 100 detachment men.

Besides the above camps, etc., the Philadelphia district included the very extensive work at Wissahickon Barracks, Cape May, N. J., and work at the submarine base, Sewells Point, N. J.

The war work of the association in this district was taken over by the Government on January 1, 1920, the activities being confined now, as before the war, to the permanent work in the Y. M. C. A. at the League Island Navy Yard, at the Navy Y. M. C. A. Building, at 13th and Shunk streets, and in the various branches of the Association in and near the city.

A large number of Philadelphians enlisted for overseas service with the Y. M. C. A., and some of them were placed in executive positions of considerable importance. Among these may be mentioned Franklin S. Edmonds, who organized the first Leave Area of the A. E. F. at Aix-les-Bains, and later was head of the Soldiers' Leave Department Y. M. C. A., A. E. F., and also head of the Legal Department of the Y. M. C. A. and Liaison Commissioner with the American Red Cross.

John L. Clarkson, of the Philadelphia Association, was placed in charge of the pioneer educational work with the A. E. F. overseas and later was commissioned a Major. George W. Braden was first the Physical Instructor at the Leave Area at Aix-les-Bains, and later was in entire charge of the physical work of the

Y. M. C. A. with the Italian Army (Caso del Soldato). He was made an Honorary Major of the Italian Army.

O. Howard Wolfe was head of the Personnel Department of the Y. M. C. A., A. E. F., during the last six months of the war. Howard Butcher, was Treasurer and Assistant Chairman of the Finance Committee. Charles Carver, Jr., was Divisional Secretary of the Auvergne Leave Area. Later he was in charge of the Leave Area of the Riviera, the largest in the A. E. F., where 150,000 men were entertained for seven-day vacations.

Miss Gertrude Ely was one of the pioneer women secretaries, and served with the 1st Division until after it had marched into the Rhine Valley. Mrs. D. Braden Kyle was one of the pioneers in organizing the First Officers' Club at Cannes. Miss Lulu Duhring was in charge of the women's work in the Auvergne Leave Area.

There were many others in this service whose work was of equal merit, so that Philadelphians may recall, with proper pride, their part in this notable work.

THE YOUNG WOMEN'S CHRISTIAN ASSOCIATION

BY DOROTHY BAUER

"To stand behind the girl behind the man behind the gun"—this was the task undertaken by the Young Women's Christian Association of America when the country faced the possibility of taking part in the European war.

The immediate tasks lay in safeguarding the moral conditions in the neighborhood of Army and Navy training camps, and welfare work among women who entered new industries in the unusual conditions created by war.

Officers of the Army and the Young Men's Christian Association centered their activities on men in camp, and it was essential in safeguarding the men in camps that there be established cooperative work of women for women in the communities where men were quartered.

The organization which in times of peace and under ordinary circumstances is able to carry out a program is naturally the one to which the community turns in time of emergency. The Young Women's Christian Association had the machinery, the equipment and the motive to do such work effectively.

Added impetus was given to the plans of the National Board by telegrams from the War Department Commission on Training Camp Activities, and from the general secretary of the International Committee of the Y. M. C. A., which set forth the need for expert women workers.

The acceptance of this sudden challenge to prove their ability to help in the social, industrial and economic readjustment of the lives of thousands of women and girls in our country culminated in two war meetings on June 6 and 7, 1917, at which a War Work Council was organized.

The National Board authorized the creation of a War Work Council consisting of one hundred women. Some were National Board members and field work representatives; others were women of varied interests who were not, at the time, connected with the association.

The function of the council was to act as a committee of the National Board, and use the resources of the Y. W. C. A. in meeting the special needs of girls and young women of all countries affected by the war.

The council included women of all classes, of all denominations, everywhere. Philadelphia members were: Mrs. Edwin C. Grice, Mrs. William L. McLean, Mrs. John Markoe and Mrs. Edward T. Statesbury.

All the activities of the council were directed by special committees which operated in sections of the country where the need was greatest. The Hostess House Committee, for instance, planned to erect such buildings at points where they would be easily accessible to the soldiers of the United States Army and their women relatives.

Other committees directed the work of social morality; supervised bureaus for training volunteers for special service; undertook to solve housing problems; launched work among colored women and girls and outlined plans for work overseas.

In the various localities the type of activity was adapted of necessity to the local conditions. Patriotism was stimulated by the organization of patriotic leagues among girls who were lured by the novelty of the uniform; Americanization work was started among foreigners and interpreters sent into their homes to explain the object of the war; and social community centers were established.

All these activities were carried forward under the insignia of the Blue Triangle, which was recognized on both sides of the Atlantic as the symbol under which America's womanhood rendered service.

In approaching the war problems at home, the War Work Council was enabled to facilitate its work by the existing geographical units of the national organization, which is subdivided geographically into eleven fields. Philadelphia contains the executive office of the East Central Field, which comprises the states of Pennsylvania, Delaware, Maryland and the District of Columbia.

In this field the first Hostess House in America was erected. At Allentown, Pa., where the ambulance corps was stationed at Camp Crane, the building was erected with Miss Mary Truman in charge. Ultimately the need of a permanent Y. W. C. A. became apparent, and in August, 1918, the National War Work Council rented a building, where the membership mounted rapidly to 2,500.

Mrs. H. S. Prentiss Nichols was appointed Chairman of the War Work Council in the East Central Field.

Members of the committee included Mrs. Frederic M. Paist, Mrs. Frank T. Griswold, Mrs. John White Geary, Mrs. William C. Ferguson, Dr. Ella B. Everitt, Mrs. Charles J. String and Miss Isabel Gest.

The erection of a hostess house at Camp Meade, Maryland, followed soon after the opening of the camp.

Apart from these two centers, however, the main problem of the field during war days was the industrial woman. Hundreds of foreign-born and colored women were brought into the State to work in the munition factories. The influx was so great that Philadelphia is rated now as the third largest city of colored population in the United States.

These facts, as they emerged from the chaos and confusion of the war, necessitated many radical changes in the usual association program, and the activities subdivided broadly into four phases:

I. The establishment of Industrial Service Centers to furnish living accommodations and recreation facilities for industrial women.

II. The introduction of an Americanization program among foreign-born

women to acquaint them with the causes of the war; to read and translate to them the letters sent from husbands or sons who were drafted; and finally to teach them the language of America—their adopted country; its customs, and the methods of preparing food that help in food conservation.

III. The introduction of a program of social morality by a series of lectures given by women physicians—an undertaking that was financed jointly by the Y. W. C. A. and the Women's Council of National Defense.

IV. Special work among colored women.

One of the chief centers for Y. W. C. A. work among industrial workers was the Frankford Arsenal at Bridesburg, where thousands of additional girls were employed to meet the pressure of war conditions. In October, 1918, an Industrial Women's Service Center was established. The recreation and club rooms were immediately crowded to capacity and the demand for a cafeteria was so instantaneous that one was installed. The establishment of clubs in the center led indirectly to Americanization work, owing to the fact that there is a large Polish settlement near by numbering 6,000. This led to the addition of a Polish worker to the staff; English classes were started for mothers and the school principals of the district gladly welcomed the Y. W. C. A. in coping with a situation which one of them described as "serious."

Here is a quick glance at the activities of the Arsenal Club girls, who on March 17th gave a Saint Patrick's dance with sailors and marines from the Navy Yard as guests. After developing the recreational facilities of the center to the greatest possible degree, the girls expressed a wish for talks on personal appearance and hygiene and these were started under Doctor Rachel Williams of Philadelphia. The association workers rejoiced to find that there were tangible results almost instantly; the talks were followed by the disappearance of those large-sized earbuns that had been filled formerly with "me aunt's hair."

A big factor in this phase of the work was emergency housing for the employed girls who, in many instances, came to Philadelphia from other cities. Of the many centers either built or rented for the purpose, the National War Work Council obtained one of the most pleasant in a residential down-town district in Philadelphia, where forty girls could be accommodated. This was known as the Rosemont House and it has been continued as a permanent living place for girls. The majority of the original occupants were employed at Hog Island and the applicants from the near-by offices were so numerous that a long waiting list was started.

Business English and business arithmetic were thoroughly taught and for diversion the girls exercised in the gymnasiums, held club suppers and minstrel shows and invited their men friends to popularity parties on Saturday nights when there was dancing, and games were played.

Such programs as these did much to alleviate the irresponsibility bred among many younger women by the sense of uncertainty and disaster that accompanies war. Moreover, it prepared them to some extent to grapple with the changed conditions of the reconstruction period when the slackened war industries dropped the unskilled workers from their jobs.

Wherever the American woman went, no matter what her mission, the Blue Triangle went with her. One of the most humanitarian dwellings it adorned was the Players' House which ultimately was erected in all the camps for the actresses and singers who volunteered their services in amusing the men. The

other camp facilities offered the women no opportunity to assume their make-up; to snatch occasional periods of rest, or to stay over night, if irregular train service prevented their return to town. All the Blue Triangle Players' Houses were operated as hotels for transients and were planned usually to accommodate about thirty-five guests.

The contemplation of the industrial girl's war-time problems led almost inevitably to the Americanization work which was such a vital part of the association's program at that time.

The influx of foreign workers and the circumstances that caused America's entrance into the war, made the machinery of the association doubly valuable. It is the one organization that deals with alien-born groups in their own language. The workers whom the organization employed to carry the creed of Americanization into every foreign household, included: Italians, Hungarians, Spaniards, Russians, Poles, Syrians, Lithuanians, Portuguese, Serbians, Mexicans, Japanese and Chinese.

These Y. W. C. A. workers translated the newspaper articles to the women whose husbands or sons had been drafted into service and who could not understand the purpose of the war. They explained the food saving régime of the administration; assisted in writing letters to the men in the camps and explained the modern principles of child welfare, homekeeping and cooking.

The purpose of the social morality program was to obviate the grave situation which confronted the communities adjoining the camps where thousands of men were concentrated. The lonely soldier, bored, indolent, homesick and craving diversion, was confronted by the young girl whose truly unselfish desire to serve her country, was too often, mistakenly directed toward the individual wearer of the United States Army uniform.

The girls' ignorance of life and war conditions was a menace, and the Bureau of Social Morality which the Y. W. C. A. had established when troops were ordered to the Mexican border supplied the ground work for the continuation of such lectures. The government, recognizing the urgent need for such education, took advantage of the experience accumulated by women pioneers already enrolled in the Y. W. C. A. and jointly with the association, financed the work carried out along these lines, under the Women's Council of National Defense. Women physicians lectured in the high schools and colleges. They talked to church groups, house maids, department store girls, welfare workers and war workers. In all, there were more than 2,000 lectures given in 225 communities of thirty-eight states and the total attendance is estimated at 350,000 of which Pennsylvania had a large share.

When the association confronted the problem of the colored women who had come north in great numbers, as their men were utilized for war industries, the center of activity shifted to Philadelphia. Here, the field workers made a pioneer effort to supply education and wholesome amusement for the colored girls who were employed in such industries as tobacco stripping, shirtwaist factories, steam laundries and in domestic service. There were more than a thousand so employed, and to reach them four clubs were organized with volunteer colored teachers who were graduates of high and normal schools. Soon the need of larger and more extensive quarters was apparent, and a house in the down-town section was utilized as a club.

The association attempted to supply new needs as quickly as they arose. The war created a demand for women as employment managers and industrial specialists.

The National War Work Council, on the advice of the Industrial Department, financed an industrial training course at Bryn Mawr College where it operated under the Carola Woerishoffer Foundation. This course started in June, 1917, when Doctor Susan M. Kingsbury enrolled twelve students. Miss Anna Bezanson, the Instructor, selected the class from a large number of applicants and permitted none to enter the course, she would not hire, were she the employment manager of a factory. Miss Bezanson herself had practical experience in one of the largest razor manufacturing concerns in the country. The course was conducted in the closest cooperation with the government and with large employers of labor who recognized it as the preliminary change in a sweeping reconstruction of the industrial educational system of the country.

The students spent two days of each week in large plants, usually in Philadelphia. Two days were spent in the service departments of various concerns learning the details of organization and personnel work. Then the students entered the factories as actual workers in the different processes where they learned machine and hand work from direct experience. They acquired, also, the viewpoint of the industrial worker, and it is related of the first group that "they established a splendid record for reliability and although they had to leave for work at 5.50 A.M. not one was ever late for her factory."

When graduation came, the employers who had helped train the students, asked for their services in employment work. The course was a splendid preliminary for all attempts at intelligent legislation on the woman-in-industry situation. The experiment was so successful that after hearing the report, the War Work Council voted for the continuance of the course and appropriated \$8,000 to be given in the form of scholarships.

Another interesting innovation which was introduced, with the happiest results, at the Germantown Y. W. C. A., 5820 Germantown Avenue, was the course to teach leaders of recreation the gentle art of "breaking the ice." Miss Edna Geister, who has a peculiar genius for entertaining was guiding genius of the course and under her tutelage the girls were taught to keep "things going" at those mixed parties where reserve hangs like a thick mist upon the men and girls who are unacquainted with one another. As a result, many hundreds of service men have had their evenings turned to riots of fun, instead of enduring dreary ice-cream festivals.

The colorful chapter of association work, however, is summed up in the word "overseas." With the exodus of American women to France, the Y. W. C. A. went also, for the Triangle stands as the eternal symbol of spiritual, physical and mental welfare.

American women served as telephonists, telegraphists with the Expeditionary Forces. The Y. W. C. A. housed them and provided them with such comforts as the war-ravaged countries might permit. Work was also started for the nurses, and at the request of the French Government, fifteen recreational and educational centers were established for the "Midiinettes."

Philadelphia gave its quota to the workers overseas. Among the workers was Miss Marjorie Persons, a former secretary with the East Central Field, who served as Secretary for the Hostess House at Tours and later went to Treves, Germany. Miss Agnes Winters, a volunteer worker at the Lighthouse, worked with the French Industrial Women at Bristol. Miss Ethel Johnson, of Germantown, was transferred from the Y. W. C. A. in Palermo to another station.

Other Philadelphians who are listed as having done war work service for the Y. W. C. A. before May, 1919, are Miss Eleanor B. Barker, Miss Gertrude Bingham, Mrs. Florence Burt, Miss Eva Chadwick, Miss Faith Clark, Miss Ethel Erskine, Miss Clare Evans, Miss Charlotte Foster, Miss Vera Freeman, Miss Emily S. Galbreath, Miss Helen Gillette, Miss Mary Goodhue, Miss Grace Hamill, Miss Eva Hartman, Miss Genevieve W. James, Miss Beulah E. Knauer, Miss Edith G. Knowles, Miss Marguerite Lautenbach, Miss Eleanor P. Monroe, Miss Harriet E. Norris, Miss Marion O. Perkins, Germantown, Miss Margaret Riegel, Germantown, Miss Ruth P. Ring, Miss Anna M. Scott, Mount Airy, Miss Louise Sauter, Germantown, Miss Grace Sheppard, Germantown, Mrs. Nancy M. Wilson, Miss Helen Williams, Germantown, and Mrs. Selina Wispetal.

THE WOMAN SUFFRAGE PARTY OF PHILADELPHIA COUNTY *

The Woman Suffrage Party was one of the first organizations to recognize the need for a properly chaperoned place of pleasure for the soldiers, sailors and marines who were strangers in this city, and for the young women whose acquaintance they sought.

Altogether over 300,000 men, who were quartered in Philadelphia or in the camps surrounding the city, were entertained by a committee of women representing the Woman Suffrage Party, under the chairmanship of Mrs. Joseph M. Gazzam.

The first entertainment was held in Mrs. Gazzam's drawing-room, and later at the Suffrage Headquarters, 1723 Chestnut Street, and at various other places. Dances were given twice a week, frequently special entertainment was provided and refreshments were always served.

The work of the Woman Suffrage Party received widespread commendation and letters of appreciation were received from the President, Secretary of War Baker, Secretary of Navy Daniels, General Pershing and Admiral Sims.

Harry T. Jordan, of Keith's Theater, was a generous contributor and supplied a number of vaudeville acts. Colonel Duffy gave the use of the ballroom at the Rittenhouse; Mrs. George W. Childs Drexel, the Rev. Carl E. Grammer, the Rev. Floyd W. Tomkins and the Rev. George Herbert Toop were also active in their cooperation.

Among the workers on the original committee were:

Mrs. Joseph M. Gazzam, Chairman, Mrs. Helen Spooner, Vice-Chairman.

The Misses Anna Harris Snyder, Edith Smiley, Margaret Roberts, Rebecca Hunt, Ann Harned and Miss Shedke; Mrs. G. A. Piersol, Mrs. A. Foster, Mrs. A. E. Burns, Mrs. G. A. Dunning, Mrs. R. Baiguel, Mrs. Kohn, Mrs. I. Eachue, Dr. I. H. Moore and Dr. Marion Self.

After the armistice, although the Suffrage Party thought its war work should come to an end, a committee continued the work at the request of the War Camp Community Service and the Secretary of the Navy, Mr. Daniels, and renamed their parties the "Theodore Roosevelt Dances for Enlisted Men." This committee was composed of Mrs. Joseph M. Gazzam, Chairman; Mrs. Helen Spooner, Secretary; and Miss Edith Smiley, Treasurer. Assisting, as aides, were

*Summarized by the Secretary, Philadelphia War History Committee, from various reports.

the Misses Ann Harned, Pauline Mitchell, Katherine McDonald and Margaret Roberts; Mrs. A. Foster and Dr. Marion Sell.

Included in this post war work were the monthly parties of girls, properly chaperoned, who were taken to the dances at Camp Dix.

WAR WELFARE COUNCIL

BY D. S. BLACKMAN

Philadelphia anticipated the National War Chest by the organization of a local council to secure funds from which contributions for approved war work could be made.

In April, 1917, the city and four adjacent counties were called upon to conduct a drive for the National War Work Council of the Y. M. C. A., immediately following which the American Red Cross appealed to the public. Therefore, it was decided to organize for one general solicitation, and a meeting for a discussion of plans was called by Samuel T. Bodine, Cyrus H. K. Curtis, Alba B. Johnson, T. DeWitt Cuyler, James A. Flaherty, Rabbi Joseph Krauskopf, George H. McFadden, E. T. Stotesbury, John Wanamaker.

At this meeting, held on December 21, 1917, Mr. Stotesbury was elected chairman and a permanent organization was authorized to "Regulate and conduct all War Fund Campaigns in the most effective manner in order that all citizens may render the greatest possible support to the United States Government."

A committee was appointed to further the plans and included Horatio G. Lloyd, Chairman, Percy M. Chandler, George H. Frazier, John J. Henderson, R. Leo Hunt, David Kirschbaum, John H. Mason, W. Hinckle Smith, P. C. Staples, Hugh I. Wilson.

On February 6, 1918, the committee rendered its report and the following officers of the War Welfare Council for Philadelphia and vicinity were elected: E. T. Stotesbury, President; Joseph R. Grundy, Vice-President, Bucks County; H. A. Beale, Jr., Vice-President, Chester County; Percival Roberts, Vice-President, Montgomery County; Hon. Wm. C. Sproul, Vice-President, Delaware County; Hugh I. Wilson, Secretary; Drexel & Company, Treasurer.

An executive committee was appointed consisting of: Horatio G. Lloyd, Chairman; John H. Mason, John J. Henderson, Albert E. Berry, Edward W. Bok, David Kirschbaum, W. Hinckle Smith, Percy M. Chandler, Hugh I. Wilson, R. Leo Hunt.

Through the courtesy of John Wanamaker, Campaign Headquarters were established in the Liberty Building. The first task confronting the committee was that of preparing a suitable list of names in order that as many duplications as possible might be avoided, and that all interests without regard to creed, industry, etc., might be appealed too. The second task, was to fix a quota, and the sum of \$20,000,000 was decided upon by the Budget Committee under the chairmanship of Percy M. Chandler.

Twenty-nine teams, totaling 161 workers, were organized. The following served as captains: Albert E. Berry, General Director; Henry G. Brengle, Louis Wolf, C. C. Harrison, Jr., N. W. Corson, Thos. DeWitt Cuyler, Ely K. Selig, Sol. Bacharach, Arthur G. Dickson, E. T. Stotesbury, E. W. Clark, Morris L. Clothier, John F. C. Harvey, Ernest T. Trigg, John P. Connelly, James A. Flaherty, Percy

C. Madeira, Samuel D. Lit, C. Herman Krumbhaar, Calvin M. Smyth, George H. Frazier, William C. Furber, William P. Gest, William Gerstley, Louis G. Graff, William K. Hardt, J. Howard Pew, Albert Wolf, William A. Hexamer.

Divisional directors were also appointed for the city and included:

Thomas Shallcross	Divisional Director, West Philadelphia
Hon. John M. Patterson	Divisional Director, South Philadelphia
Thomas F. Armstrong	Divisional Director, North Philadelphia
J. Howell Cummings	Divisional Director, Kensington
George D. Porter	Divisional Director, Germantown
E. J. Lafferty	Divisional Director, Oak Lane
John Walton	Divisional Director, Northeast Philadelphia

Directors for work among employees included:

Alba B. Johnson, Chairman, Manufacturing Employees
Ellis A. Grubel, Chairman, Retail Employees
Joseph J. McLaughlin, Chairman, Public Employees
Herbert J. Tily, Chairman, General Employees

The Educational Committee, which was in reality the Publicity Agency, directed by David Kirschbaum, prepared comprehensive literature including posters, etc., for making known the real intent and purpose of the project. About 2,500 War Chest Clubs were established by the directors of the Employees Division; the Board of Education allowed solicitation in the schools, and outside street car advertising was permitted by the Philadelphia Rapid Transit Company.

In Philadelphia about 500,000 people made individual contributions and in the four counties 250,000 more persons had a share in the work.

There was also created a special committee on disbursements, of which Samuel T. Bodine was Chairman. Associated with Mr. Bodine were Percy M. Chandler, Thomas DeWitt Cuyler, Samuel S. Fels, James A. Flaherty, Horatio G. Lloyd, George Wharton Pepper, Percival Roberts, W. Hinckle Smith.

The recorded pledges and payments totaled \$20,673,868.52, of which sum \$16,289,093.29 was subscribed in Philadelphia and \$1,384,775.23 was subscribed in the four counties. To March 15, 1920, \$15,502,735.70 (or 74.9%) had been paid in. The disbursements to beneficiaries amounted to \$15,344,553.14, and the expenses were \$372,330.20, less the sums of \$67,500 and \$75,000 received from the American Red Cross and the United War Work Council, respectively, to facilitate the collection of pledges.

CIVIC CLUB OF PHILADELPHIA

MRS. EDWARD W. BIDDLE, PRESIDENT



THIS CLUB was founded in 1894 to arouse in the women of Philadelphia an appreciation of their civic obligations. Recognition of civic obligations is, however, an important foundation stone in the structure of patriotism, and with such a foundation it is not surprising to find the members of the Civic Club identified with a large number of war-time activities—giving to these personal service to the limit of physical strength, and financial aid to the limit of of their resources.

The Club's roster (which covers more than six pages of the *Civic Club Bulletin* issued for January and February, 1918) shows that of its members, including those of ward branches, 559 worked in the ranks of the Emergency Aid of Pennsylvania, 344 rendered service through the American Red Cross, 27 were associated with the work of the National League for Woman's Service, and 17 with that of the Y. W. C. A. These are but four of the many groups with which members allied themselves. This service included public speaking in behalf of production and conservation of food supplies, in behalf of all the war loan drives and for the various war relief emergencies arising from time to time. It included the gifts for foreign needs, of three ambulances, of ether in large quantities, of surgical instruments and supplies, of food for the children of a Belgian village, of provision for the salaries of nurses and helpers—all these through the generosity of a member of the Club's Board of Directors. From another member came the gift of the Y. M. C. A. swimming pool at the Navy Yard.

Another piece of personal service took the form of the translation of an important article on "The Utilization of the Maimed for the Scientific Organization of Work" and published in the bulletin of the Taylor Society. Artist members contributed posters for war relief benefits, singers gave their voices for the entertainment of soldiers and for assistance in emergency drives, devotees of the drama interested themselves in the Stage Women's War Relief, and those trained in social welfare kept in touch with the families of enlisted men and in special work designed to keep families and soldiers in touch with each other.

The executive service rendered by members, outside of their individual work and contributions, forms in its recital a long and impressive list. They served as guides and administrators for numerous efficient groups and bureaus, both at home and abroad. In this particular field may be mentioned direction of committee work, of hospitality to enlisted men, of hospital work, and of reconstruction work in devastated countries. Thus much for the work of individual members, who gave freely and generously of time, strength, talent, and money.

The club as an organization made itself responsible for the direction from 9 A. M. to 1 P. M. of the Information Booth for Enlisted Men, located on the east plaza of City Hall—a work begun January 28, 1918, and continued daily until June 30, 1919; and the collection of forty colored lantern slides showing views of Philadelphia,

which were presented to the National War Work Council of the Y. M. C. A. for use in its "huts" in France.

Through such patriotic work as we find listed in its roster did the Civic Club show its right to be counted among those groups who stood fast in the hour of national peril.

THE NEW CENTURY CLUB

Mrs. H. S. PRENTISS NICHOLS, President

On September 30, 1914, at the meeting of the Executive Board of the New Century Club, Philadelphia, the President spoke of the outbreak of war in Europe, never dreaming that America would ever be involved, and suggested that relief work would be needed. The International Committee at once took it up and within a week the committee was at work.

The far flung battle line finally reached these shores and in April, 1917, the United States joined the Allies against the cruelties and aggressions of Germany. What had been a philanthropic effort to relieve the sufferings of countries across the seas became a sublime expression of love of this country and her own beloved sons. As part of its contribution to this great call the New Century Club decided to devote its energies to war work. An appeal to the club brought a swift response from its own members of more than \$5,000 to finance the undertaking. The plan decided upon was to open the club house Sunday afternoons and evenings for the use of the men in the service. A great host of more than 20,000 men in uniform were guests of the club week by week, until after the signing of the armistice. Summer and winter the club house was open every Sunday. Writing materials, reading matter, quiet comfort all Sunday afternoon, a hot supper served by the loving hands of club members, and in the evenings music and addresses by men of distinction and influence. Echoes of gratitude came from many mothers in distant homes for this friendly mothering of their sons.

The club also instituted a policy of open meetings for all women whether club members or not, and such subjects as the Council of Defense, Red Cross, Emergency Aid, International Friendships, War-time Prohibition, Education of Soldiers, Need of Nurses, etc., were presented. Great throngs came to hear eminent speakers, among them Dr. Anna Howard Shaw; Mrs. A. Burnett-Smith, sent to the United States by the British Government; Madame Louis Cazamian who was sent here with the French Commission; the Contessa Cipriani representing Italy, and many other distinguished women and men whose great souls kindled an answering fire of patriotism.

The first meeting of women in Philadelphia to assist in the Liberty Loan was held in the New Century Club, June, 1917, to which the presidents of 125 women's clubs were invited. For the Second, Third, Fourth and Fifth Liberty Loans \$722,800 were subscribed through the club in the club house.

The club house was given over to the use of the Philadelphia Council of Defense, under the chairmanship of Mrs. Henry D. Jump, during the summer of 1917, and was a veritable hive of patriotic industry.

Four members of the club, Miss Ella Ide Kenney, Miss Marion S. Conly, Miss Frances M. White and Miss Jessie R. Wilkinson, rendered war service overseas.

PHILOMUSIAN CLUB

By MRS. EDGAR MARBURG, President, 1916-1918

With thirteen years of continued progress when the United States went to war, the Philomusian Club responded with enthusiasm to every call to duty. The first thing done was the purchase of a large service tent, which was presented to the League Island Navy Yard. Furnishings and various supplies were later installed.

Pianos, viotrolas, sheet music, magazines, books, games and puzzles were sent to the battleships *Iowa*, *Indiana* and *Massachusetts*. The U. S. S. *Missouri* was furnished with a library of 700 books.

In the fall of 1917 Mrs. Henry D. Jump was appointed Chairman of the Patriotic Work Committee. She was also Chairman of the Woman's Committee of the Philadelphia Council of National Defense, and organized in the Philomusian Club, the West Philadelphia unit of the Woman's Committee, with the members of the executive board of the club as the directors of the ten departments. Existing club committees were used as working units of these several departments.

The Finance Committee secured the sum of \$700, by means of two card parties at the club and two privately arranged benefits, with which to begin definite war work.

The Liberty Loan Committee of the club cooperated in the October, 1917, drive.

The Registration Committee was composed of the Club Membership Committee and used the club house as Registration Headquarters for the December drive and the two succeeding ones.

The West Philadelphia Chapter of the Red Cross was officered by members of the club. The Philomusian Red Cross Committee organized an auxiliary and placed and manned a booth in the club house during the December membership (Red Cross) campaign.

The French Relief Committee, working under the Allied Relief Committee of the Emergency Aid of Pennsylvania, was composed of junior members of the Philomusian Club, and directed by a senior committee. Efforts were concentrated on the French towns taken over by the French Relief Committee of the Emergency Aid for reconstruction work. In October, 1917, four boxes of women's and children's clothing, sweaters and underclothes (partly worn), five pounds of stick candy and three dozen jars of jams and jellies were sent to Trellequiers Aumant in charge of their church. This shipment was followed in December and January by larger supplies of similar character, together with \$125 for the purchase of stoves. Later, 10 large packing boxes and \$450 were sent.

The Knitting Committee made thousands of knitted garments.

These knitted articles were distributed among twenty camps in the United States. The war fund of the club appropriated \$100 for free wool and \$50 was paid monthly for the same purpose. One hundred of the sweaters listed above were finished in two weeks as a result of an S. O. S. on behalf of the men of the 22d Infantry regiment at Hoboken, N. J., the wool being furnished by a club member.

The Committee on Food Production and Food Conservation held a food

exhibit, cooperating with the 27th and 46th Ward Civic Branches (West Philadelphia), Housekeepers' Protective Association, West Philadelphia High and Elementary Schools, Drexel Institute, the Hathaway Shakespeare (Women's) Club, and the West Philadelphia Reading (Women's) Club.

The exhibits showed war bread with its recipe, meat, fats, butter and sweets substitutes.

Exhibits were held of the war-time flour, war-time "at homes," war-time socials, and war-time club teas.

The Library Committee, cooperated with the Y. M. C. A. in providing reading matter for camps and navy yards.

One of the most notable achievements was the club hospitality to men in the service. Beginning in a small way, these Sunday night suppers rapidly grew to tremendous proportions. Over twenty-two thousand men were given a taste of home life by the kindly hostesses, served a delightful hot supper, and entertained afterwards. Speakers, musicians, entertainers, all were glad to give their talents to cheer "our boys." Writing paper, reading matter, "smokes" were furnished for these meetings by members and friends. A clergyman in the neighborhood observed that when he saw our stalwart guests who had been invited for 6 o'clock supper arriving at 2, he realized that the Philomusian Club was giving these boys much more than the supper, something of real value that they wanted and needed. One of the sweet-faced motherly members of the club reported meeting a group of sailors going through Wanamaker's. She noticed they were smiling at her in a very friendly fashion, and as she passed one said, "Hello, lady; I met you at the Philomusian Club."

The largest number entertained any one evening was 458. These represented forty-six States and six Allied countries, as was discovered at the roll call of States. The service flag of the club, representing the husbands, brothers and sons of the members, had 110 stars, ranking from lieutenant colonels to "doughboys" and "devil dogs." Six of the men made the supreme sacrifice: Lieutenant Knox B. Birney, 6th Engineers; Midshipman William S. Crowell, United States Navy; Ensign George B. Evans, Jr., United States Naval Air Service; Captain Howard C. McCall, Company G, 59th Infantry; Lieutenant J. C. Morris Small, United States Navy; Lieutenant Emanuel R. Wilson, 22d Infantry.

Lieutenant Birney received the Croix de Guerre and Captain McCall the Distinguished Service Cross.

A member of the club, Mrs. A. E. Lehman, went to France to do war work; she was partly financed by the club. The French Government awarded her the Medal of Honor for her heroic service during the typhoid epidemic at Luzancy.

The club planted three trees on the Lincoln Highway as memorials to the six gold stars. Through the conservation committee one hundred fruit trees have been planted in Northern France and are called the Philomusian Club Orchard.

Through the Department of Education three French orphans are being educated. During the last year of the war, meetings were held at the club for the mothers of men in the service. The realization that mothers must not only stand back of their boys, but must also do this cheerfully, to preserve their morals was the inspiration for these gatherings.

The report for one season of the philanthropic, patriotic and relief work is as follows:

Mrs. Henry R. Swope was Chairman of this committee. With the exception of holidays, the members of this committee met every Monday and Thursday from 9 A.M. to 5 P.M. to sew and make surgical dressings. Twenty-five thousand five hundred and seventy-six of these dressings were made and distributed to the Red Cross, the Little House of Saint Pantaleon and to hospitals.

Complete outfits for four French orphans, each containing seventeen garments, were made and contributed, and thirty-six Christmas packages were packed and sent to soldiers. Over twelve hundred garments were made by the committee and distributed in various directions, more than eight hundred knitted articles were made and given away.

At the request of the Government for help in the reclamation service, more than a thousand overcoats, 300 shirts, 200 blouses and 400 pairs of socks were mended.

Three hundred and twelve linen articles were sent in response to a call from the Government for linen for hospitals in France.

The canteen workers of the club supplied over eight thousand men in the service with cigarettes, apples, ice cream and other eatables.

Beside this committee that was organized for war work, all of the club committees contributed in some form of service.

The class in Current Events contributed \$650 for anesthetics. This was sent through Dr. Rose of the Little House of Saint Pantaleon. Through other committees French orphans were supported. Kits, shot bags, magazines and other articles were sent.

The Patriotic Finance Committee, under Mrs. Joseph H. Parvin, raised \$6,172 to be used for patriotic purposes. A member and ex-president of the club, Mrs. B. F. Richardson, was Chairman of the Women's Committee of West Philadelphia for three of the Liberty Loan drives. The club purchased \$6,100 in Liberty bonds.

Under the leadership of Mrs. Edward C. Bendere, her Committee on Thrift Stamps and War Certificates made a record unsurpassed in either City or State for Women's Clubs—a sale amounting to \$165,000.

PHILADELPHIA CLUBS



THE CLUBS of Philadelphia were active in war work. As organizations many of them carried out definite war-time programs, and all of them through their members were represented in the military and civilian efforts made in the prosecution of the war.

It has been somewhat difficult to secure an adequate statement relative to the work of the clubs, but the reports sent in by a number of them are indicative of their general spirit.

AERO CLUB OF PENNSYLVANIA

Taking rank in the list of states according to the number of officers who served in the United States Air Service during the World War, Pennsylvania stands fifth, having furnished, according to actual official figures, 583 flying and 164 non-flying officers; a total of 1,047. Undoubtedly a greater number came from Philadelphia than from any other section of the State.

Closely interlinked with the early history of mechanical flight is the aerial activity of many Philadelphians, and a brief sketch of the State's most active organization in connection with aeronautical matters during the war follows:

The Aero Club of Pennsylvania was organized December 17, 1909. It stands for the encouragement and development of interest and activity in aeronautics and aviation. It is the governing body in its field in the Commonwealth and recognized and authorized by affiliation with the Aero Club of America, the national body.

Early in the spring of 1916, Philadelphia's first aviation school was organized. A number of the club members, including Judge J. Willis Martin and Robert E. Glendinning, incorporated the Philadelphia School of Aviation, with the object of instructing a volunteer force in the event of war. Mr. Glendinning was President of the corporation. A bill was introduced in City Councils providing for the leasing of the old Lazaretto grounds at Essington to the school for a period of ten years, at a nominal rental of a dollar a year. Mr. Glendinning, in outlining the plan, stated that the main purpose of the school was to instruct students in aviation as a step toward preparedness. This school and its founders and pupils played a most important part in the aviation history of Philadelphia, as more fully described in the accompanying chapter. The school was formally opened on May 12th, and the large body of invited guests was addressed by the late Admiral Robert E. Peary. Flights were made by Chief Instructor Walter Johnson.

On March 8, 1917, it was definitely announced that the War Department had decided to take over the Philadelphia School of Aviation. This information was conveyed to Robert E. Glendinning in a telegram from General George O. Squier, Chief of the Signal and Aviation Section of the Army.

In response to a call for a loyalty and allegiance meeting sounded to the members of the club by its President, Joseph A. Steinmetz, in a circular letter dated April 6th, the memorable and historic date of the United States entry into the great world's struggle, a large number of the members and their friends assembled in the office of Mr. Steinmetz on the afternoon of April 7th.

The members were honored by the presence at the meeting of Captain A. A. Cunningham of the aviation section of the Marine Corps and Captain W. C. Ocker, who had recently been placed in charge of the newly acquired Essington Aviation Station.

President Steinmetz, after calling the meeting to order, related fully the objects of the special meeting, the general condition confronting the United States and its citizens. He suggested possible ways and methods by which the members of the club could best serve their country. The meeting was addressed by Captain Ocker and Captain Cunningham.

After a roll call of all persons present at the meeting, the assembly was requested to pledge a solemn oath of loyalty and allegiance to the United States. The following day the members of the club, by permission from the proper authorities at Washington, visited the Government Aviation Station at Essington to pay their respects to Captain Ocker and inspect the grounds and equipment.

On the date of the meeting at Mr. Steinmetz's office it was publicly announced that his office would, until further notice, serve as a military exchange and headquarters for the Aero Club of Pennsylvania, also as the local uptown office of Captain Ocker and Captain Cunningham and other government officers of the aviation section, whenever they desired to avail themselves of its use.

Through this office and the efforts of the club's president, hundreds of young men entered the aviation service. Many became pilots, gunners or observers. Many hundreds were placed in positions as industrial war workers in the various aircraft factories, ammunition plants and other war-material producing plants of the country.

In September, 1917, it was announced that Major Robert Glendinning had been placed in charge of the task of constructing the enormous aviation field for the use of war machines of the United States Army in France. It was stated that this aerodrome would be one of the largest in the world and would be built close to the section of trenches which the American troops would hold.

Early in 1918, the Aero Club of Pennsylvania made the suggestion to the Philadelphia Y. M. C. A. that the association found a school of aeroplane construction, and upon invitation of the Y. M. C. A. the club appointed the following committee to meet with the committee of the Y. M. C. A.: Joseph A. Steinmetz, Dr. Geo. S. Gassner, William D. Harris and William H. Sheahan, Chairman.

That such a school was a necessity was shown by the urgent call sent out by the Naval Aircraft Factory at League Island, that a force of 2,000 was needed at the factory to bring the plant to quantity production. It was decided to admit women to the classes in the lighter work of aeroplane construction. Competent instructors were secured and it was planned to open two courses; one for the training of field mechanics and one for shop mechanics. The school was a success from the start; hundreds of young men enrolled for the various courses and were quickly trained for aircraft work. Several women became skilled workers and were placed in the Naval Aircraft Factory. Until the close of the war the school filled a place occupied by no other institution in the State, by furnishing skilled workers for the aircraft industry. The manager of the school during its year of existence was Lincoln R. Soule, First Vice-President of the club. Members of the directing committee were Joseph A. Steinmetz, President, and William H. Sheahan,

Director of the Aero Club. The school made a brilliant record and full credit for its organization must be given the Aero Club.

THE ART CLUB

Sixty-seven (67) members of the Art Club were in the service. Contributions to the Tobacco Fund amounted to \$237.

Exhibitions of war pictures were made from time to time in the art gallery, and the club contributed \$12 per month to the American Artists' War Emergency Fund.

The subscriptions to the Liberty Loans were as follows:

First Liberty Loan	\$106,000
Second Liberty Loan	551,700
Third Liberty Loan	607,050
Fourth Liberty Loan	1,608,100
Victory Liberty Loan	1,089,000

THE ENGINEERS' CLUB OF PHILADELPHIA

It was to be expected that the members of the Engineers' Club of Philadelphia should take an honorable part in the World War. As a matter of fact, they performed an exceedingly important part.

In the Army were 276 men, including one brigadier general in charge of the transportation system in France, thirteen colonels, eleven lieutenant colonels, thirty-two majors, sixty-one captains, and over one hundred lieutenants. Naturally, the largest number, 101, were in the engineer corps. Ordnance came next with fifty-five, followed by artillery, twenty-nine; infantry, nineteen; quartermaster, eighteen; and air service, eighteen.

In the Navy, there were fifty-seven, including three rear admirals, four lieutenant commanders, twenty-seven lieutenants and twelve ensigns.

Many of these officers were occupying positions of great responsibility and of an importance above their rank. That the value of their services was recognized is shown by the fact that among the 176 Army officers who returned filled blanks, there were 180 promotions or an average of more than one for each. (Three were promoted four times, and several were promoted three times.) Among the Navy list, there were thirty-seven promotions out of thirty-nine officers reporting.

The fourteen citations and fifteen decorations from foreign governments awarded in the two services add their testimony to the ability and resourcefulness of their recipients. Ten members were wounded, and seven gave their lives.

Sergeant Edward Williams Barker, U. S. A., died March 17, 1918, Camp Meade, Admiral, Md.; Lieutenant Richard F. Day, U. S. A., died Sept. 25, 1918, Cermont-Farrand, France; Lieutenant S. C. Hetherington, U. S. A., died Sept. 28, 1918, Argonne, France; Lieutenant Frederick B. Pritchett, U. S. A., died Sept. 6, 1918, France; Lieutenant Harry Walter Prince, U. S. A., died June 11, 1918, England; Ensign J. R. Zeckwer, U. S. N., died Oct. 15, 1918, Philadelphia; Corporal Coleman R. Havens, U. S. A., died Dec. 9, 1918, France.

One hundred and nineteen Army officers saw foreign service, and twenty Navy officers. Thirty-seven remained in the Reserve Corps of the Army and twenty-five in the Navy, while a considerable number have remained in the regular service.

Important as was the participation of the club members who entered the military service, it was perhaps equalled in importance by the work of those who took part in civilian service, both governmental and non-governmental.

In governmental work, nine occupied responsible positions on the great advisory boards, such as war industries, etc., thirty-four were connected with the Emergency Fleet Corporation, two of whom were in exceedingly important positions, ten were under the Fuel Administration, twenty-four under the Navy Department, twenty-seven under the War Department, and nineteen under miscellaneous boards and committees.

In non-governmental work, six were engaged in Liberty Loan Campaigns, ten in the design and manufacture of munitions, twenty-two in the manufacture of other essential war materials, five in plant construction, twelve in plant designing, three in plant operation and eight in shipbuilding.

That over five hundred of our members should have volunteered their services, for nearly all were beyond draft age, is an impressive proof of their patriotism.

MARKHAM CLUB

The Markham Club as an organization did not engage in any particular war work, but over 50 per cent of its entire members were on active service.

MERCANTILE CLUB

Beginning with 1917, the club spared no effort in assisting numerous enterprises which had for their object the comfort of men in the Army and Navy, and the raising of the loans for the prosecution of the war.

One of the first tangible evidences of the interest of the club members was the purchase of an automobile ambulance, which was presented through the American Red Cross to Base Hospital No. 20. The sum of \$676 was given to the Emergency Aid of Pennsylvania for its Tobacco Fund.

One of the most successful affairs given under the auspices of the club in 1917 was a National Patriotic Bridge Tournament. As a result of it \$1,925 was turned over to the Red Cross. In 1918 the club raised, in the Third and Fourth Liberty Loan drives, the sums of \$609,200 and \$1,322,900 respectively. The subscription to the Third Liberty Loan exceeded that of all of the leading clubs of Philadelphia but one, while for the Fourth Liberty Loan the Mercantile Club had the proud distinction of being the only one to secure a subscription from each member. The 100 per cent flag was presented and received with great enthusiasm.

Fifty-five members were in the active service, while many others held important positions in civilian work.

The War Camp Community Service was given the use of the social hall for a number of dances for Army and Navy men. These and other entertainments were largely attended.

During the period of demobilization the club continued its interest in the welfare of the troops, and many soldiers and sailors were received and welcomed in the spring and summer of 1919.

Subscriptions to the Victory Liberty Loan were the largest of any Loan made by the club and amounted to \$1,325,000. For the second time it received the 100 per cent flag.

THE PENN CLUB

Charles J. Cohen, Secretary, reports that among the members of the club who served in the World War were: Major Charles J. Biddle, Captain George Wentworth Carr, Major John Lewis Evans, Captain C. Fontaine-Maury Leidy, M.D., Major George William Miller, M.D., Lieutenant A. Charles Myers, Major S. P. Wetherill, Jr., Major Benjamin H. Whittaker.

At a meeting of the club members in January, 1918, the club, by formal resolution pledged its support to the Government.

Subsequent to the signing of the armistice a reception was given to the members on the honor roll.

THE PHILADELPHIA CLUB

The Philadelphia Club reported that no direct action was taken in relation to war service. One hundred and ninety-five members were in the various branches of the service and contributions to the Liberty Loans were made by the club and by its members.

PHILADELPHIA COUNTRY CLUB

The Philadelphia Country Club, in a very brief statement, reported that for sixteen Sundays an average of one hundred soldiers and sailors were entertained. Transportation on special trolleys was provided.

Dinner was served at 12.30 and a supper at 5.30. During the afternoon baseball, football, golf, tennis and other sports were indulged in. There was special music provided, and the guests always seemed to have an enjoyable time.

In 1918 three acres of the lawn were plowed up for a war garden.

This club, as others, participated in war activities through its members, but its facilities for organized efforts were limited.

RACQUET CLUB

The Racquet Club began its war-work activities with the First Liberty Loan. Edward H. Nash, Jr., a member of the club, was requested by the Associated Clubs Committee to secure subscriptions. He pursued this work during the first two loans.

When the preliminary work began on the Third Loan a more vigorous campaign was instituted, and the Board of Governors of the club confirmed the appointment of the Chairman of the Third Liberty Loan Committee, Henry P. Baily, and gave their hearty support, not only to this loan, but to all the subsequent loans.

In the Fourth Loan, Mr. Baily associated with himself a larger committee, and the hearty support of the entire club and the results were very gratifying.

With the experiences of the four loans, work for the Victory Liberty Loan was started by a very large committee, whose Chairman was Albert E. Kennedy. Every active member of the club supported Mr. Kennedy and his associates, and the sum of over \$2,700,000 was subscribed.

The following amounts were subscribed through the club to the different loans: First Liberty Loan, \$303,000; Second Liberty Loan, \$323,550; Third Liberty Loan, \$511,150; Fourth Liberty Loan, \$2,127,500; Fifth Liberty Loan, \$2,727,500.

Of the 780 active members in the club, about 280 were in the service, so that the club rendered a 100 per cent service during the period of the war. Besides the work on the Liberty Loan, the members of the Racquet Club enthusiastically backed up the membership drive of the Red Cross. A committee was appointed and a great majority of the members and nearly every employe joined.

The Racquet Club also welcomed the officers of our Army and Navy and officers from foreign countries, and entertained them during their stay in the city.

THE ROTARY CLUB

The Rotary Club of Philadelphia, after the entrance of the United States into the World War, pledged its service as a body of Philadelphia's representative business men to war welfare work.

"Service" in war or in peace is in the slogan of Rotary. After many plans had been discussed, the Rotary Club of Philadelphia finally and unanimously decided that its slogan could have no better application in war welfare work than in caring for the enlisted soldiers, sailors and marines in Philadelphia. The first Rotary Club house ever established in the United States was founded in this city, and was dedicated at an enthusiastic meeting of Rotarians on February 9, 1918, and in keeping with the service for which it was opened was called the Rotary Army and Navy Club.

This house was turned over to the Rotary Club by the Board of Directors of the Evening Home and Library Association at a rental of \$1 per year during



Reception Room, Rotary Army and Navy Club.

the period of the war. This generous act on the part of this association enabled the Rotary Club to use its funds for the necessary work at hand.

Charles A. Tyler, Assistant Treasurer of the Public Ledger Company, as President of the Rotary Club of Philadelphia, presided at the ceremonies. George A. Henrich, Manager of the Burroughs Adding Machine Company, was Chairman of Finance Committee; Leon Beck, of Charles Beck Company, was Chairman of Entertainment Committee; and Charles A. Stinson, of Gatchel & Manning, was Chairman of the House Committee.

The other members of the committee were: Frederic B. Barnitz, C. Edwin Bartlett, Albert E. Berry, E. Lewis Burnham, Henry W. Buse, Henry S. Evans, Guy Gundaker, Harris B. Hatch, L. Minford Humrichouse, D. J. Murphy, Jr., G. H. Jackson, George W. Jacobs, Harris J. Latta, Allen M. Matthews, M. W. Montgomery, Foster M. Reeder, Alfred Scholes, Charles A. Tyler, Charles J. Wellford.

The Rotary Army and Navy Club had no officers. It was operated by a committee of Rotarians comprising the chairmen of three committees that were appointed by the Board of Directors to manage its affairs, namely, a Finance Committee, an Entertainment Committee and a House Committee. The club was maintained by voluntary contributions from the members of the Rotary Club of Philadelphia. The uniform of an enlisted man constituted the membership fee.

The club house was a spacious three-story double building, located at 25 S. Van Pelt Street. Major General Littleton W. T. Waller, U. S. M. C., one of the guests at the dedication ceremonies, complimented the Rotary Club of Philadelphia for "its achievement in behalf of the men of the united service in fitting up so splendidly a club house for the entertainment and comfort of soldiers, sailors and marines during their hours of leisure."

Colonel Louis J. Magill, U. S. M. C., Commander S. F. Leiper, U. S. N., and Major Clement M. Pike, U. S. Ordnance Department, were among the Army and Navy guests. Letters of regret were received from Rear Admiral Benjamin Tappan, Commandant of the Philadelphia Navy Yard, and Lieutenant Colonel T. B. Franklin, U. S. A. Both of these officers thanked the club on behalf of the enlisted men.

More than two hundred and fifty members of the Rotary Club attended the opening. Following a cafeteria supper on the third floor of the building, the members and guests assembled in a handsomely furnished lounge on the first floor to hear the reports of the committees.

The house had been empty but three weeks previously. The committee started with only \$1,500, and an empty building which needed paint and repairs. Of course this was put up to the members of the Rotary Club as a business proposition, and every one who handled anything that was needed to furnish a house of this character in the way of furniture or building materials, submitted estimates for the work. Some of these estimates were as high as \$400 or \$500. The work and materials were donated by each Rotarian who had any part in it, and the committee was given a receipted bill.

On the first floor of the club was a large and handsomely furnished lounge to the right of the entrance and a well-stocked library to the left. Adjoining the lounge was a billiard and pool room, while a counter cafe was handy to all the rooms. The writing room and headquarters, office, dormitories and individual

bedrooms were on the second floor. Shower baths were on every floor. A large assembly room was on the third floor. The rules and regulations were issued by Mr. Stinson, Chairman of the House Committee, as follows:

"Boys, this house belongs to you; make your own rules."

The club was equipped with 132 beds. It also had a well-stocked canteen with tobacco, cigars and candy on sale. There was a charge of 35 cents per night for beds and 15 cents for cots. This charge included washrooms and all toilet facilities with towels and soap. Meals were furnished approximately at cost. The total sleeping capacity of the club house was 234.

The Navy Department assigned a chief yeoman and six second-class yeomen to operate the club. The chief yeoman had charge of the building, and his assistants did the greater part of the work.

The Entertainment Committee established regular Saturday night dances. Vaudeville entertainments, musicales, boxing bouts, etc., were also provided on other nights. It was discovered early that the dances were the most popular form of entertainment; therefore, dancing was especially featured.

The dances became so popular that finally dances were established on Wednesday and Saturday nights, and these dances were attended by approximately two hundred boys and one hundred and fifty girls. The dances were absolutely free and, in addition to the music, refreshments in the way of ice cream and cake, free of charge, were furnished also.

One of the outstanding features of the work, and an indication of the whole-hearted manner in which the Rotarians entered into the spirit of the club, was the fact that the Rotary Club membership of 315 was divided into thirty-one committees of ten men each, thus making a committee for every day in the month. Each such committee was responsible for the entertainment features at the club on a given night in the month. The members of the Rotary Club, therefore, gave not only of their money, but also of their time and interest. Their wives also acted as hostesses on Sunday afternoons and evenings, and musical entertainment was provided, with light refreshments.

More than 60,000 enlisted men were entertained by the Rotary Army and Navy Club from the time it opened until several months after the armistice. Almost immediately after the club was opened, the Rotary Club of Philadelphia observed that while training camps had been established by the Government for the instruction and advancement of enlisted men in the Army, no such provision had been made for the enlisted men in the Navy. The problem then confronted the club of providing a means whereby the Army and Navy Rotary Club might afford the enlisted men an opportunity to advance in the ranks of the Navy and thereby be more useful to the Government and achieve greater distinction for themselves individually. In order to accomplish this instructive feature, it was decided to consult with the War Emergency Unit of Philadelphia, of which Brigadier General Littleton W. T. Waller, U. S. M. C., was Honorary President, with a view to having officers from the service assigned to the Rotary Army and Navy Club as instructors.

Although the War Emergency Unit found, owing to the exigencies of the war, that it was impracticable to obtain the assignment of officers for this purpose, through the assistance of that body, the services of Dr. J. M. Babb, Professor of

Mathematics at the University of Pennsylvania, Professor J. E. Saint-Seine, a French Instructor, Charles P. Paff, Jr., of the Engineers Club, and John F. Lewis, a noted maritime lawyer, were secured. William H. Hay, a graduate of the Naval Academy, a veteran of the Spanish-American War, and a member of the Philadelphia Rotary Club, joined the ranks of the instructors furnished by the War Emergency Unit. The Assembly Hall, three nights each week, was turned into a school for the officers, and the following subjects were taught:

<i>Study</i>	<i>Instructor</i>
Navigation and mathematics.	Professor J. M. Babb
Seamanship and duties of an officer.	William H. Hay
Rules of the road at sea	John F. Lewis
Engineering	Charles P. Paff
French	J. E. Saint-Seine
Gunnery	William H. Hay

An intensive course was adopted with instruction given in three distinct studies each school night. Eight hundred men took the entire course, which was limited to twenty-four periods of instruction in each subject. Many of the "boys" were college graduates. As a result of this training 75 per cent of the 800 students who took the course passed rigid examination at the hands of the United States Naval Examining Boards and received commissions. The remaining 25 per cent were awarded higher ratings. The pupils who took advantage of this "training camp" came from thirty-eight different states.

The officers of the Rotary Club of Philadelphia during the years of the Rotary Army and Navy Club were:

1917-1918: Charles A. Tyler, President; Leon Beck, First Vice-President; Charles A. Stinson, Second Vice-President; Charles H. Sassaman, Secretary-Treasurer; George M. Painter, Sergeant-at-Arms.

1918-1919: Charles A. Stinson, President; Charles B. Fairchild, Jr., First Vice-President; Benjamin Adams, Second Vice-President; Frank C. Harris, Secretary-Treasurer; George M. Painter, Sergeant-at-Arms.

The officers of the Rotary Army and Navy Club were:

1917-1918: George A. Henrich, Chairman of Finance Committee; Leon Beck, Chairman of Entertainment Committee; Charles A. Stinson, Chairman of House Committee.

1918-1919: Allen M. Matthews, Chairman of Finance Committee; Benjamin Adams, Chairman of Entertainment Committee; M. W. Montgomery, Chairman of House Committee.

UNIVERSITY CLUB

From the very beginning of the Great War in April, 1917, to its close in November, 1918, the University Club did its part in men, and money and work. Those members who were ineligible for active service found ample scope for their energies in the various fields of activity which were presented. Some served on draft boards, or as legal advisers to such boards. Others became inspectors of arms and munitions in the various factories. Others were to be found actively employed on the

various committees, medical, social or benevolent, which were engaged in ministering to the wants of soldiers and sailors. In this last branch of the service which included the Red Cross, the Y. M. C. A., and all other agencies except the Army and the Navy, 102 members, beginning with the honored president of the club, were to be found. One hundred and sixty-eight were in the Army in the various corps, medical, infantry, artillery, and ordnance. At the head of this list stood the man whom all Philadelphia delights to honor, and who has been called the field marshal of the medical profession, Dr. W. W. Keen.

Two hundred and twenty-three were in active service in the Navy. Some were either heads or surgeons in hospitals units. Others were chaplains who cared for the bodily as well as the moral, and spiritual welfare of those to whom they were called to minister. Others were officers in the line, or the marine corps. Each man did his duty no matter what sacrifices it entailed, or what danger might be incurred. They left their professions, medical or legal, without a thought that they might never return, or if they did, that they would be compelled to begin again at the bottom of the ladder. It is this fact, that so many members of the club are professional men who must toil assiduously in order to keep up, which makes their services so unique. To mention their names, or to try and give an account of what they did and where they went would be like reading the pages of the *Gazette*. They were to be found in the hospitals everywhere. They were in the trenches in Flanders and in France. They were at Chateau-Thierry and San Mihiel as well as at Arras and Cambrai.

Those who could not serve in the Army and Navy found places in the Home Guard, and cheerfully did the humble duty of making the city safe and orderly. In all, 193 members of the club, over 40 per cent of its membership, were in one way or the other actively engaged in serving their country.

When the various loans were being floated by the Government a special committee was appointed to have the oversight in each instance. The first loan was taken up by the banks and other financial institutions, and so no particular stress was laid upon the subject. But when the other loans were launched the clubs were requested by the Government to take the matter up with their members. What the University Club did is shown by the following table:

Second Loan.....	\$105,000
Third Loan.....	585,800
Fourth Loan.....	1,042,300
Victory Loan.....	823,000
Total	\$2,952,100

In addition to these activities, the members of the club purchased and equipped two ambulances. At the same time they were instrumental in maintaining through the whole period of the war a fund for the purchase of tobacco in its various forms for the soldiers and sailors who were in active service.

Magazines and periodicals were sent to the hospitals and depots for the use of those who were invalided.

In fact, there was no branch of the many lines of activity which were necessitated by the war in which the members of the club were not prominent.



Staff of the 28th Division in front of the Union League.

THE UNION LEAGUE OF PHILADELPHIA

Immediately following the declaration of war a special meeting was held, February 3, 1917, and the following resolution, presented by former President C. Stuart Patterson, was unanimously adopted:

"The Union League of Philadelphia, putting country above party, pledges to the President of the United States its loyal support in whatever action may be necessary to defend the United States, and to maintain the rights of its citizens on land and at sea."

The receipt of this resolution was formally acknowledged by the President, February 12, 1917.

On March 22, 1917, a letter was received from the Mayor of Philadelphia requesting the appointment of an advisory committee, available for immediate conference should occasion arise. A special meeting of the Board of Directors was called on March 21, 1917, and the following members were appointed a committee for the purpose named: Vice-President Miers Busch, former President Edwin S. Stuart, George W. Elkins, J. S. W. Holton, and Samuel M. Clement, Jr.

At a meeting of the Board of Directors, held April 10, 1917, a letter was received from former President Edwin S. Stuart, suggesting the appointment of a special committee by the Union League to take appropriate and patriotic action in support of the Government of the United States during the war. The suggestion was approved by the board, and a committee was authorized, to consist of the officers and former

presidents, with power to the chairman to add to the committee from the general membership.

This special committee consisted of President John Gribbel, former Presidents C. Stuart Patterson, Edward T. Stotesbury, Edwin S. Stuart, and Dimmer Beeber; Vice-Presidents Miers Busch, Charlemagne Tower, William C. Sproul and William T. Elliott; Treasurer James E. Mitchell, and Secretary John W. Hamer.

The most important work of this committee was "The Annex," the idea and plan of which were developed and completed by President John Gribbel and Vice-President Miers Busch during the summer and turned over to the board for operation about the middle of September.

At the same meeting of the Board of Directors it was resolved that the dues of every member of the Union League engaging in the military service of the United States during 1917 should be remitted. Similar resolutions were adopted each year during the entire war period.

On December 9, 1917, William C. Sproul became President of the Union League, and a general reorganization of special committees took place in order to meet changed conditions, therefore at a meeting of the Board, held January 8, 1918, the following resolution was adopted:

Resolved, That a standing committee, consisting of the executive officers, the ex-presidents, and ten members of the Union League, to be known as the Committee on National Activities, be appointed by the president, the duties of the said committee to be to cooperate with the standing committees in matters pertaining to the various patriotic movements in which the Union League may be engaged, and other matters of similar nature which may be referred to it by the president.

In accordance with the above resolution, the president appointed the following committee: William C. Sproul, Miers Busch, Alexander W. Wister, Jr., Charles R. Miller, Charles A. Porter, Jr., John W. Hamer, James E. Mitchell, C. Stuart Patterson, Edward T. Stotesbury, Edwin S. Stuart, Dimmer Beeber, John Gribbel, George P. Morgan, J. S. W. Holton, Robert P. Hooper, Clarence Bispham Collier, Thomas B. Harper, Robert M. Stinson, Joseph M. Steele, A. E. Pfahler, Walter I. Cooper, Benjamin H. Ludlow.

The chief work of this



Courtesy of the Philadelphia "Press."

*Members of the Union League at the Liberty Statue,
Armistice Day, 1918.*

committee was connected with the various Liberty Loans, and the greatest energy was displayed both in the publicity campaigns and in securing subscriptions to the loans.

The membership of the Union League included many men of great importance in the corporate and financial life of Philadelphia who were making large subscriptions through their various organizations, but in their loyalty to the Union League they placed through that institution subscriptions totaling \$28,878,600, divided as follows: First Loan, \$1,750,000; Second Loan, \$3,580,000; Third Loan, \$3,139,100; Fourth Loan, \$9,191,200; Fifth Loan, \$11,218,000.

These results far exceeded those of any similar organization and equaled 21² per cent of Philadelphia's enormous total (\$1,069,213,000).

On May 3, 1918, during the Third Liberty Loan drive, the Union League held a patriotic demonstration culminating in a parade of 667 members to the Liberty statue at Broad and South Penn Square, where addresses were made by former Presidents Stotesbury, Stuart and Beeber.

The records of the Union League show the number of members in the uniformed service to have been: Army and Navy, 181; Red Cross, 18; Y. M. C. A., 15.

A large proportion of the membership was disqualified, by age, for active uniformed service. An attempt was made to keep an accurate record of work done by members in various civil capacities, but this was abandoned because almost every member was found to be fully engaged according to his ability, means or opportunity in some of the many charitable or patriotic activities carried on throughout the war.

During the entire war period, by most liberal interpretation of "fourteen-day card" regulations, the officials of the Emergency Fleet Corporation and many officers of the Army and Navy were granted club privileges, and everything possible was done for their comfort and to assist them in their work.

In short, to the limit of its scope and resources, the Union League of Philadelphia evidenced adherence to its motto:

"AMOR PATRIÆ DUCIT."

"THE ANNEX"

At a meeting of the Special Committee of the Union League, held on July 21, 1917, it was brought to the attention of those present that the large club houses were almost deserted during the summer months, and that arrangements might be made to open a portion of them, at least on Sundays, for the use of enlisted men on leave over the week end. The committee carefully considered this subject with a view of offering Lincoln Hall but as that did not seem to be practicable, it was decided with regret that the Union League could not undertake this work on its own premises. The suggestion was then made that a room or building might be secured in the neighborhood, whereupon President John Gribbel and Vice-President Miers Busch were appointed a special committee to secure suitable accommodations.

Mr. Bryant, a member of the Union League for many years, at once took great interest in the plan, stated he was the owner of the church at the northwest corner of Broad and Spruce streets, which was for sale, and that he would be glad to offer the use of the property, free of all rent, to the Union League, for the purpose named, for as long a period as it cared to maintain such a club, and with permission to make

such changes as in the judgment of the Union League officers would best adapt it to the purpose. The only restriction imposed was that possession should be given within a reasonable time in the event of a sale being effected. This most generous proposal was promptly accepted, and President Gribbel and Vice-President Busch were appointed a special committee to make the necessary changes and improvements.

On August 20, 1917, a circular was sent to members of the Union League describing the work undertaken and asking for \$30,000 to put the plant in commission and maintain it for one year. On September 24, 1917, a second circular was issued stating that over \$15,000 had been subscribed by 540 members of the Union League, and asking that subscriptions be made payable by monthly charges to the members' house accounts. From that time the subscriptions were always sufficient to maintain the plant.

At a meeting of the Board of Directors, August 14, 1917, the committee submitted a contract for repairs, which was approved, and the committee was also authorized to purchase a motion-picture equipment.

The general contractor for renovating the building was the firm of John R. Wiggins & Co. In presenting the final bill the contractors generously deducted about 10 per cent of the amount, making the total \$3,000 net, and asked that the amount deducted be considered as their contribution to the cause.

After the building was cleared it was found that an entire new floor would be required, and through the efforts of Edward F. Henson the lumber necessary was presented by members of the Union League dealing in that material.

The total cost of equipping the building up to the date of formal opening was \$5,729.88.

The care of the building was made a part of the duty of the House Committee of the Union League, the members of which were Miers Busch, Chairman; James E. Mitchell, Edwin F. Keen, Samuel M. Clement, Jr., Joseph W. Cooper.

The formal opening took place on September 17, 1917, and addresses were made by President John Gribbel; L. W. T. Waller, Major General U. S. M. C.; Benjamin Tappan, Rear Admiral, U. S. N.; and Charles A. P. Hatfield, Colonel, U. S. A.

The building was open from 9 A.M. to 11.30 P.M. each day, including Sunday, and the following equipment was provided: Lunch counter, cigar stand, barber shop, shower baths, four pool tables, two shuffle boards, checkers, several large writing tables, newspapers, magazines, novels, victrola, two pianos, stage with drop curtain and set of scenery.

From the opening date in September, 1917, until November, 1918, when the influenza epidemic temporarily interrupted the work, entertainments were given each Friday evening, consisting of motion pictures and vaudeville, arranged by Harry T. Jordan, Manager of Keith's Theater. After the performance cigarettes, ice cream and cake were provided. The attendance averaged 500, occasionally as many as 700. Once each month a boxing entertainment was arranged.

On March 1, 1918, a very effective drop curtain and one set of scenery (landscape) were provided, and the Union League employes arranged the necessary electric lighting.

During the winter of 1917-18 a series of dances was given on Saturday evenings under the auspices of the following ladies: Mrs. William C. Sproul, Mrs. George

H. Earle, Jr., Mrs. William M. Field, Mrs. James Large, Miss Pauline Davis Bowie, Mrs. John Gribbel, Mrs. Howard W. Page, Mrs. W. Howard Pancoast, Mrs. Edward M. Jefferys, Mrs. John B. DeCoursey, Miss Clara T. Chase, Mrs. W. Morgan Churchman, Miss Margaret C. Faulconer, Miss Gertrude H. Leidy, Mrs. Clarence C. Zantlinger.

During the same period another series of entertainments was arranged for Sunday afternoons, the committee consisting of: Mrs. Franklin McCrea Wirgman, Mrs. James DeW. Cookman, Mrs. George Burton, Mrs. W. Reynolds Wilson, Mrs. William M. Field, Mrs. Scammon Jones.

Beginning July, 1918, the House Committee arranged for motion-picture shows on Sunday, Monday and Wednesday evenings, and with a booking agency for eight acts of vaudeville for each Friday evening, beginning December 6, 1918. These were continued until the building was finally closed on June 23, 1919.

The most important contribution in the way of entertainment was that of the motion-picture exchanges in providing practically an unlimited number of films for all entertainments. The films were usually new and were often shown at the Annex weeks in advance of release in this city. This feature gave the Annex an enviable reputation among the enlisted men and drew large audiences.

In addition to the above, special entertainments were provided by members of the Union League and their friends.

On Thursday, February 7, 1918, the members of the Union League and their families were invited to inspect the building between the hours of 1 and 11 p.m. Refreshments were served and a motion-picture entertainment given in the evening.

In July, 1918, a special committee of 200 members of the Union League was organized for the purpose of giving close personal attention to the Annex and helping to entertain the enlisted men. This committee was organized by J. S. W. Holton as Chairman, and Charles S. Calwell, George H. Grone, William R. Lyman and David Halstead, Vice-Chairmen. Each vice-chairman took charge for one week, assigning four or five members of the committee for duty during one afternoon and evening.

The opportunity afforded the men for the conduct of their correspondence seemed to be much appreciated, and the amount of mail matter sent and received was very large. A special post-office box was placed in the vestibule. Writing paper was supplied, printed with special headings, and a large quantity was undoubtedly carried away by the boys for use elsewhere, as it was estimated that over a million sheets of paper were supplied.

Considering the large number of enlisted men present daily, it was feared that there might be difficulty in maintaining discipline. During the whole time the Annex was open there was not the slightest trouble in this respect. The men seemed to appreciate the opportunities given them and were always well behaved.

There is no doubt that from the point of view of the enlisted man the Annex was a success. It was operated as a man's club, and the men came and went without restriction. The committee was often thanked by the boys individually for what was being done, and the story of the hospitality of the citizens of Philadelphia, and especially of the members of the Union League, has been carried to many parts of the United States.

To provide a working force for Friday evenings to serve refreshments, the following employes of the Union League contributed their services for the entire

period during which the building was open: William F. Homiller, Joseph D. Gregory, William A. Cloak, William H. Stauffer, Jr., Eli C. Schmidt, Mortimer Skeggs.

Appreciation of the service rendered by Thomas B. Harper should be recorded. Having time at his disposal, he spent a large part of each day at the Annex, looking after details and giving personal attention to the inquiries of the enlisted men and helping them out of their troubles.

The House Committee, wishing to arrange some special entertainment for the Christmas seasons, and not having facilities at the Annex, decided to give dinners on Christmas Eve, 1917 and 1918, in Lincoln Hall. A notice was posted on the bulletin board in the Union League stating that the cost would be \$2 per plate, and members were invited to entertain as many guests as they wished. In 1917, 248 boys attended, and in 1918 upwards of 250. On each occasion members of the Union League came in during the evening and made short addresses. Dinner was served at 6:30 and the entertainments lasted until 10:30. The feature of the 1918 dinner was the attendance of about twenty Japanese, the crew of a freighter then in the harbor, and after the singing of the Japanese national anthem by the men, the interpreter in charge of the party made a short address.

One of the difficult problems was the lunch counter, and it was finally decided to run it on a very small scale, the articles sold being limited to sandwiches, pastry, ice cream, coffee and soft drinks. A uniform price of five cents was charged for each item with the exception of ice cream, which sold for ten cents. The total receipts were \$12,364.86, a trifle less than the cost of the supplies. This shortage, together with the equipment and wages made a total operating loss of \$3,139.53.

The House Committee was unable to make any exact statement regarding attendance. However, it is fair to estimate it at upwards of 600,000.

On June 2, 1919, the committee was notified that the building had been sold, and requested to vacate the premises in twenty days. Accordingly, on Monday evening, June 23, a final entertainment was given and addresses made by the President of the Union League, Edwin S. Stuart; Vice-President Miers Busch, Thomas B. Harper and William Bryant.

On Tuesday morning, June 24th, a force of men began to clear out the building and distribute the equipment and gifts. All gifts were carefully packed and returned to the donors.

While mention is made herein of those who have been particularly active, there has been no attempt to include all who are entitled to commendation. It is the thought that for this work credit is due to every member of the Union League.

THE WAR ACTIVITIES OF THE FRANKLIN INSTITUTE

BY MAJOR R. B. OWENS, D. S. O., SECRETARY

Soon after the entry of the United States into the World War, searches were made and lists were prepared for the National Research Council, covering such subjects as the submarine, the torpedo, etc.

At the request of Major General George O. Squier, Chief Signal Officer, a recruiting and examination station was established at the Franklin Institute for applicants for admission to the aviation service.

Over two thousand young high school and college students and graduates were examined as possible officer personnel for the signal corps and air service, about one-half of which number were recommended by the Institute for commissions.

The work of examination was conducted by Captain (now Major) R. B. Owens, D. S. O., Secretary of the Institute and later by Dr. George F. Stradling of the North East High School, Philadelphia, and Chairman of Department of Physics, Collegiate Science, A. E. F. University Beaune.

A school in wireless telegraphy was conducted during the winter of 1917-18 in response to an urgent demand from the Federal Board of Vocational Education. It was open only to those young men who were in the first draft. The total enrollment was 210, of which number ninety-one completed the course and were inducted into the service in the spring of 1918.

The officers of the institute on active duty were:

Major R. B. Owens, D. S. O., Secretary of the Institute, who served as Chief of Intelligence Division, Signal Corps, and later as Chief Signal Officer of American troops in England;

Charles Day, of the Board of Managers, who was appointed a member of the Army War Council;

William Chattin Wetherill, a member of the Board of Managers and Chairman of the Institute's Committee on Science and the Arts, who became an Ensign in the Aviation Section of the United States Navy, and

Theobald F. Clark, of the Board of Managers, who was commissioned a Captain of Artillery.

Of the Institute's membership, nearly 10 per cent were engaged in war work.

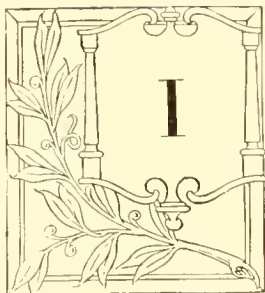
Eighty-four members held commissions in the Army, fifty-five of whom were field officers or officers of higher rank; twenty-eight members of the Institute were officers of the Navy; 159 members of the Institute were on active Government service without military rank; twenty members of the Institute were honored for their services by the American, British, French, Belgian or Italian Government.

The officers of the institute during the duration of the war were:

President	Dr. Walton Clark
Vice-Presidents	Coleman Sellers, Jr., Henry Howson and Louis E. Levy
Secretary	Major R. B. Owens
Acting Secretary	Dr. George A. Hoadley
Librarian	Alfred Rigling

THE UNIVERSITY OF PENNSYLVANIA DURING THE WAR

BY GEORGE E. NITZSCHE, RECORDER



IN no period of American history has the need for university and college trained men been greater than during these strenuous times, and the paucity of educated men will continue. In reconstruction days more engineers, chemists, doctors, lawyers and other professional men will be needed than during any time in the world's history. It was with the purpose of preparing just as many such men as possible that the university authorities decided at the beginning of the war, not only to keep every one of its schools open the same as before the war, but also to establish additional courses, so that men might be better equipped to meet the problems which that crisis had produced.

In this connection Provost Edgar F. Smith, who has done so much to build up and develop the University of Pennsylvania during the last ten years, did much in "keeping the home fires burning" in our American universities, by doing everything within his power to counteract the pernicious information which was being spread throughout the country that university work was not important, and that its continuance would become less imperative during war times—dangerous propaganda, which he helped to contradict absolutely, convincing the public that the very contrary was the truth.

"One of the greatest and saddest calamities already obvious as a lamentable result of the war, for European nations," he said in a statement which was published in newspapers throughout the entire country, "is that the intellectual flower of their population is being destroyed. A great swath of destruction has been cut through the ranks of educated young men who were to form the intellectual leaders of the coming generation. They are gone. The world has lost them. And those nations in the coming years will be so much the weaker and less progressive, less able to master the future's problems.

"We do not know how deeply the fate of war will ultimately spread death in our Army. But we do know that the cessation of one year's full quota of educated men at our universities would be simply



Entablature and Service Flag at the University of Pennsylvania.



Demobilization, University of Pennsylvania, S. A. T. C., December 21, 1918.

one whole year lost in the onward march of progress during the next generation. Let us make sure, then, that the ranks of science will not be depleted."

In accordance with the spirit of the Provost's declaration, the University opened its doors in the fall of 1917 as usual, but necessarily with fewer students. During the sessions of 1916-17 the total University enrolment was approximately 9,000 students; of these more than 2,000 had volunteered or entered upon some Government service prior to the close of the sessions in June, 1917. About 69 per cent of the Law School students voluntarily enlisted prior to June, 1917, as did two-fifths of the medical faculty.

The University contributed liberally of its resources and its equipment to the cause of democracy and humanity. Her campus, buildings and laboratories were frequently used by various regiments of engineers, infantry and other units; classes in French and other subjects were conducted for men in the service; also various schools were opened under Government auspices for training army medical officers in oral surgery, neurological surgery, general surgery, orthopedic surgery, and a school for training men for navigating the seas and commanding our new merchant marine.

The first United States Ordnance School was established at the University. In the Engineering Department there were given special courses preparing men for the signal service, radio, etc. Most of the members of the aviation examining boards throughout the United States were likewise trained at the parent unit

organized at the University at the beginning of the war. The University Hospital conducted a number of special courses for nurses and nurses' aides. On July 1, 1918, an Officer Material School was established in the Engineering Building of the University, under the auspices of the United States Navy, which was conducted for enlisted men showing special ability. Each course extended over a period of three months, and was attended by a squad of 200 sailors, who were quartered in the University dormitories.

Besides this, the University organized among her sons three ambulance units, a Base Hospital, several Red Cross units and various detached units. Its hospital set aside 250 of its beds for the special use of the Army and Navy. Many of the University laboratories were turned over to and used by the Government and its special experts. Various laboratories in the Engineering Building were turned over to the United States Shipping Board, in which it carried on routine work for the department of concrete ship construction of the Emergency Fleet. The various testing laboratories of the Engineering School also were used by the United States Signal Corps Instruction Department in testing airplane tubes, etc.

In all departments of the University new subjects were introduced and old subjects modified, so that the regular students had special opportunities to prepare for military, naval or other Government service, or for constructive work in industries related to the war. In the professional schools many such courses were offered. The College, for instance, offered to regular students courses in elements of navigation, bacteriology, general inorganic chemistry, organic chemistry, surveying theory and practice, elementary military French, military French reading, composition, conversation, scientific reading and French institutions, elementary, intermediate, and commercial Spanish and Spanish-American institutions, elementary Russian and Italian. Even German was included in five special courses, which included elementary military German course, one in military German reading, another in German composition and conversation, one in military German scientific reading, and finally one in advanced German military reading and composition. There were seven courses in military science, and courses in practical and economic geology, history of Europe since 1815, history of Europe and America since 1870, preventive medicine, various courses in higher mathematics, general physics and psychology.

In the Towne Scientific School the courses given in normal times also prepared students for various branches of the Government service requiring a technical knowledge. The students whose scholastic records were satisfactory could enlist in the Enlisted Reserve Corps of the Army and finish their studies at the University. Radio communication and internal combustion motors as taught in this school deserve special mention.—*November 18, 1918.*

THE PHILADELPHIA BUREAU OF MUNICIPAL RESEARCH

In order to meet the demands of war time, the Bureau of Municipal Research extended its general information service so that questions of war-time interest as well as those of municipal interest might be answered.

Through the generosity of a patriotic supporter, funds were provided for the conduct of a war-information office in City Hall courtyard. From early in the morning until 3 o'clock at night, a staff was constantly on duty to furnish information to citizens, soldiers, and sailors, as well as to strangers in the city, about

all kinds of war-time activities, to sell Liberty bonds and War Savings Stamps, and to receive donations to the Red Cross and other war welfare agencies.

During its latter months, in addition to the foregoing activities, the staff at the booth answered an average of 125 inquiries daily, and distributed a vast amount of war literature.

One of the most important services of the booth was the answering of technical inquiries of soldiers, sailors, and their relatives regarding allotments and war risk insurances. Coupled with this was the furnishing of prompt and accurate information to needy dependents regarding the appropriate war relief agency in each case.

The posting of the official casualty lists, the advising of prospective soldiers about selecting a branch of the service, the furnishing of information about war gardens, canning, etc., and the guidance to entertainment and lodgings for strangers in uniform were among the many other useful services of this booth. The office was maintained from March 20, 1918, until January 1, 1919. It left behind it a memorable record, having answered over 22,500 questions on a great variety of subjects.

Another interesting war service rendered by the Bureau of Municipal Research was a rapid man-power survey of Philadelphia made in June, 1918, for the United States Employment Service. This survey consisted of ascertaining the number of men in Philadelphia who were employed as civilians in all branches of the public service—federal, state, county and municipal.

NORTH AMERICAN CIVIC LEAGUE FOR IMMIGRANTS

Philadelphia's alien population is a large one and rumors of war brought increased activity to the Philadelphia office of the North American Civic League for Immigrants, which had for years attempted to keep open channels of communication between the citizens of Pennsylvania and the great foreign-speaking population of the commonwealth.

Prominent Philadelphians, who had long sympathized with the pioneer league movement to instruct and protect immigrants to this country, found that their influence in the foreign colonies had become a national asset. As a consequence their secretaries in Philadelphia, as in other parts of the United States, became particularly useful in explaining the draft, and assisting the Government in its Liberty Loan and War Stamp drives.

Before the declaration of war the President of the League, who had the cooperation of the Settlement Houses in Pennsylvania and other industrial states, had been able to secure a large staff of volunteer foreign-speaking workers. These were at once offered to the Government for the purpose of offsetting German propaganda and stimulating interest and patriotism. The list included numerous residents of Philadelphia and the industrial counties of the State.

While no advantage was taken of these overtures league officers mobilized the volunteer material at their command and prepared for any contingency, after impressing upon the Government in Washington the necessity of putting Presidential proclamations into the foreign languages spoken by a large proportion of the population.

In Philadelphia, Casimir A. Sienkiewicz, the Executive Secretary, strengthened his connections with the various foreign groups in the State with which he was already in touch.

Shortly before hostilities opened there had been much unrest among the working-people of the State, and the league, on the representation of its Philadelphia members, had hastened several agents to the city in order to offset the work of disloyal orators. In doing this it had become acquainted with many high-minded men and women of foreign parentage, who were deeply interested in the cause of the Allies. These people, too numerous to name, performed a war service to the community which is deserving of the highest praise. Surrounded by German sympathizers and enemy agents, open to the appeals which reached them through revolutionary channels, they were not only prudent and discreet, but also, in their intercourse with the racial groups to which they belonged, directly cooperated in bringing about the objects which the Government and the patriotic populace had at heart.

Hardly had the draft become operative before the President of the League—informed of the fact that residents of Philadelphia and Pennsylvania would be assigned to Camp Meade, arranged to give the commanding officer such cooperation as the latter should find convenient. It at once developed that the Army authorities were in need of the kind of assistance that the League was qualified to give. A secretary at once reported to the Chief of Staff and assisted in completing arrangements which continued to be of value to incoming recruits with foreign connections.

As in the case of the draft—so in the matter of the mobilization of funds and War Victory workers—the League was not only instant in its offers of service to various boards and committees which had these affairs in charge, but also was in a position to indicate the best approach to men and women whose European connections found them ignorant of American processes. This work was so well organized that before the Liberty Loan campaign was well under way the representatives of the Federal Reserve Bank of the Third District commandeered the services of Mr. Sienkiewicz, and placed him in charge of the campaign among the foreign people of Philadelphia.

Mr. Sienkiewicz, as has been seen, was in a position at once to secure the support of the different groups of foreigners which included Poles, Italians, Russians, Hungarians, Jugo-Slavs, Lithuanians, Jews, etc. An instance of the manner in which he reached foreign residents appears in the great meeting of the Poles held at the Opera House where Mr. Sienkiewicz presided. Enthusiasm ran high and a large sum of money was subscribed.

While foreigners, who wished well for the Republic, undertook, under the guidance of men trained by the League, to swell the available war funds in the treasury, other agents like Mrs. Suzanne Baranowska, long identified with the League, continued to work among the groups of people suspected of foreign allegiance—transmitting to headquarters copies of literature circulated among the foreign people, and becoming the medium through which false reports, distributed by enemy activity, were corrected. In this work Mrs. Baranowska had the assistance not only of paid agents of the League, but of many volunteers.

In November, 1918, the President of the North American Civic League for Immigrants, at the request of the Secretary of War, took up his residence in Washington, becoming identified with the Military Intelligence Section of the General Staff. The activities of the League thus became coordinated with those of the military authorities.

Interesting events followed. An immediate call was sent out to foreigners loyal to the Allies, in all industrial centers. No communities were quicker in their response than those in Philadelphia. A large and willing staff of men and women, who fully enjoyed the confidence of communities from Pittsburgh to Philadelphia, was immediately formed. This group continued to report to the President of the League, for the information of the Army, until the end of the war.

Meanwhile serious difficulties commenced to develop throughout the country because of hundreds of thousands of non-English-speaking men drafted for military purposes. These were reached by the foreign-speaking section of the general staff, which, subject to Army domination, directed League effort in the Army.

Pennsylvanians should note with pleasure that among the most valuable of civil foreign-speaking agents directly attached to this bureau, were several residents of the State. The task committed to their charge was an exceedingly difficult one, it being their duty not only to assist headquarters in removing cause for complaint in the Army, but to instruct the authorities as to enemy propaganda, and provide reliable foreign-speaking persons as interpreters and lecturers.

Working under exceeding difficulties, these people were deserving of the highest praise.

BOY SCOUTS OF AMERICA

PHILADELPHIA COUNCIL

Dr. Charles D. Hart, Chairman
Charles Edwin Fox, Scout Commissioner
E. Urner Goodman, Scout Executive

After the declaration of war with Germany, the following message, in substance, was sent to the government at Washington:

"The Boy Scouts of America can be depended upon for all service of the character for which they have been trained and which they are qualified to render."

Out of a total membership of 5,300, of which the large majority was under eighteen years of age, 500 answered the call of their country for active military or naval service. This proportion of enlistment caused a scarcity of leaders, which in normal times would have been a big problem, but which, under war conditions, made the work of the Boy Scouts even more difficult.

In the work of the Liberty Loans the Scouts acted as messengers and clerks, and established an enviable record.

In the first Liberty Loan \$317,000 worth of bonds were sold, while in the Victory Liberty Loan the Scouts secured 36,100 individual subscriptions, totaling in bonds, \$10,100,200, an average of over \$2,000 for each Scout.

In order to meet the food crisis which became more and more apparent, war gardens were urged upon the Scouts, and the result was that in 1917, 518 individual gardens were planted at an average cost of \$13 per garden and an average profit of \$19 per garden. In 1918, while the number of gardens was one-third less and the cost one-third more, there was a corresponding increase in profit.

Upon the launching of the War Savings Stamp campaign, the Scouts immediately sold these securities by means of a special postal-card scheme, and during the year of 1918 purchased or sold stamps to the value of \$950,000.

The Scouts, as noted above, served many organizations in the capacity of messengers. Among the larger campaigns in which this service was rendered were the War Chest drive, in which thirteen organizations were included, the Christmas roll call of American Red Cross, and during the influenza epidemic, in many sections of the city, Scouts were drafted as lamp lighters in districts not covered by the regular workmen, and in some cases they acted as emergency letter carriers.

At the request of the government, a nation-wide drive for the census of all black walnut trees in the immediate neighborhood was undertaken. The local troops assisted in this work, and the grand total throughout the United States was 900,000 feet of black walnut which filled two hundred lumber cars. The development of the use of poison gas during the war necessitated an unusual amount of high grade carbon for gas masks. At the request of the Gas Defensive Division, they assisted in the collection of peach stones and nut kernels.

As distributors of war placards the Scouts covered the entire city. As a matter of record, approximately two million four hundred thousand pieces of government literature were carefully delivered.

During the influenza outbreak 10,000 placards were distributed for the Department of Public Health. It was during this epidemic that the Scouts were called upon for a variety of special services in the cleaning up of houses and institutions; the setting up of cots; the distribution of medical supplies, and in one instance cutting wood for an institution where no coal could be had.

The week of January 20-25, 1919, was set aside as Scout Book Week, when books, victrola records, etc., were collected and placed at the disposal of wounded soldiers through the instrumentality of the Philadelphia libraries.

It would be impossible to give an exact résumé of all of the activities of this organization during the critical period of the war and the serious days which followed the signing of the armistice. When the call came, individually and as an organization, the Philadelphia Council of the Boy Scouts proved itself true to its motto:

"BE PREPARED."

GIRL SCOUTS OF PHILADELPHIA

Ellen Mary Cassatt, Commissioner
E. Gwen Martin, Assistant Commissioner
Katherine Hutchison, Chairman Local Council
Mrs. Victor L. Lavell, Director

Upon the outbreak of the war the services of the Girl Scouts of Philadelphia were offered to the American Red Cross and the Emergency Aid of Pennsylvania. Through these two organizations and through other war agencies the Girl Scouts aided materially in the work in Philadelphia.

Five thousand surgical dressings were made for the Red Cross, usually at the church where the particular troop was organized.

To the Red Cross were delivered over five hundred wool outfits and several thousand sweaters and pairs of socks.

During the Liberty Loan Drives over \$3,000,000 worth of bonds were sold, as well as \$300,000 or more of Thrift Stamps and War Saving Stamps.

In the various community canteen centers, the Girl Scouts canned more than 5,000 quarts of fruits and vegetables during the time when food conservation was necessary. A large quantity of the material used for canning was raised by the Scouts themselves in the 150 war gardens which they maintained. These war gardens were developed in various playgrounds and in a number of the yards of the houses of the girls' parents. Many of the Scouts gave special time to work in those gardens belonging to the National League for Woman's Service.

As messengers, the Girl Scouts of Philadelphia rendered a great service. They were in constant demand both by the governmental bureaus and local organizations. They distributed 7,500 posters for the Food Administration and delivered many times that number of other posters, placards, and letters and other forms of printed material for scores of war-time committees and societies.

They brought a touch of home life to the men in service by arranging many entertainments in their own homes, and by cooperating with the various canteens, clubs and other social organizations for the entertainment of soldiers, sailors and marines.

The plight of the children in the Allied countries touched the hearts of the girls, and several of the troops adopted one or more war orphans.

Organized for service, the Girl Scouts of Philadelphia played their part during the entire period of the war, many of them assuming larger home duties in order to relieve mothers and older sisters for Red Cross Work.

At the time of the influenza epidemic daily requests came in to headquarters from Scouts desirous of joining the hospital workers corps. No work was too difficult or menial for them to do. They scrubbed floors, acted as porters, washed dishes, made beds, served as messengers and nurses' aids, and performed willingly any task assigned them. "They labored with a cheerfulness that was all but inspired," said the matron of one of the larger hospitals in the northeast section of the city. They were stationed at the Methodist, Stetson, St. Mary's, Roosevelt, Frankford and Northeast Hospitals. This work was all done after their school hours.

THE BRITISH AND CANADIAN RECRUITING MISSION

By S. C. SIMONSKI



WHEN the Great War broke out in 1914, there were in the United States a large number of British subjects who, feeling impelled by love of country, or love of adventure, were keenly desirous of entering the ranks of regiments fighting under the British flag.

Unless they had resources of their own to go to Canada or to England, it was impossible for them to get into uniform, for America, jealous of her neutrality, could not allow recruiting for the Allies in the United States.

When, however, America threw her enormous resources on the side of the Allies and entered the war, Brigadier General W. A. White, C. M. G., and a staff of veterans of the Great War were sent to New York to organize the British and Canadian Recruiting Mission, and on June 7, 1917, recruiting for the British and Canadian Armies was opened to British subjects in the United States.

Previous to this, large numbers of young Americans fired by the desire to fight for the right, had made their way to Canada and to Europe entering the ranks of the Allies, and it is a curious fact that when the armistice was signed almost one-half of the cadet aviators in training in and about Toronto, Canada, were young Americans who, to get into the great game, insisted that they were the offspring of British subjects, or were in fact British subjects, when enlisting.

The United States was divided into sections, and the Philadelphia section was organized under Lieutenant Colonel F. C. Jamieson, with headquarters in New York. The officer in charge of the Philadelphia district was Colonel St. George L. Steele, C. B., a British staff officer. For many years Colonel Steele saw active service in India; and in 1900, during the Boxer Rebellion in China, he again distinguished himself and was decorated by his sovereign.

On his staff in Philadelphia were the following officers and non-commissioned officers. Major C. P. R. Dugmore, B. A., Captain W. P. F. Latham, B. A., Captain W. D. Powell, C. E. F., Captain R. H. Sheard, M. O., C. A. M. C., P. E. Faed, M. O., C. A. M. S., Lieutenant L. D. Gibbs, B. A., Lieutenants J. Newson, A. I. F., T. E. Allen, B. A., J. W. P. Skidmore, C. E. F., Regimental Sergeants Major J. D. McCullough, C. E. F., F. W. Wells, C. E. F., Sergeants McLeod, B. A., M. McFarlane, B. A., E. C. White, B. A., K. P. Fletcher, C. E. F., A. D. MacKenzie, C. E. F., E. Dunk, B. A., G. R. L. Porter, C. E. F., H. Brown, C. E. F., Pte. Boyd, C. E. F.

The Philadelphia division took in Eastern Pennsylvania, Southern New Jersey, Delaware, Maryland and the District of Columbia and had branches in the principal cities in these states.

Through the courtesy of Messrs. Gimbel Brothers, the second story of 23 S. 9th Street was turned over to Colonel Steele and staff gratis until July 27, 1917, when Colonel John S. Muckle procured, without rent, from Hon. Hampton L. Carson, representing the Weightman Estate, the use of the first floor of the build-



Courtesy of N. Y. Shipbuilding Corp.

British-Canadian Recruiting Campaign.

ing at the southwest corner of Juniper and Chestnut streets.

When the great registration of males between the ages of twenty-one and thirty-one took place in United States, it was found there were here a trifle over 350,000 British and Canadian subjects. In the Philadelphia section alone there were over 10,000 British subjects, men of draft age.

The large industrial institutions of the city were visited by officers of the Recruiting Mission and at the noon-hour meetings were held which resulted in large numbers of Britishers joining the colors. Parading through the streets headed by Scottish pipers and drummers also aroused enthusiasm. A number of British veterans of former wars promptly came forward to offer their service. Late in July, 1917, Colonel Steele organized a civilian committee for the purpose of getting in actual personal touch with the large number of men whose names were on the draft list, but who could not be drafted into the American service on account of being British subjects. The head committee was made up as follows:

Colonel John S. Muckle, Honorary Chairman; S. C. Simonski (who was with the Royal Canadians in the Boer War in South Africa), Active Chairman; Colonel St. George L. Steele, C. B., and M. Edwards, a young Canadian newspaper man attached to the mission, as Secretary. These gentlemen organized sub-committees whose duties were to call upon the British subjects and present to them the necessity of their coming forward and joining the colors.

A plan, afterwards called the "Philadelphia Plan," originated and put into effect by Mr. Simonski, with the aid of the local draft boards, was used throughout the whole United States. Various draft boards lent their offices to the British and Canadian Recruiting Mission and the British subjects whose names were on the list were asked by post-card to report at different times at these draft board rooms

where they were interviewed by officers of the British and Canadian Recruiting Mission. Men without dependents were urged to enlist. Men with dependents were also urged to enlist with the knowledge that the British Patriotic Funds and the American Red Cross would take care of their dependents with the help of the various Army allowances. As the men volunteered for enlistment, they were sent to Canada to report at the various training quarters. All volunteers had the privilege of choosing the branch of the Army or even the particular regiment in which they wished to serve. Of the first 12,000 British subjects who responded to the call for volunteers, so strict was the medical examination that only one in three was taken.

On July 13, 1917, a meeting of Philadelphia citizens was called at the Union League to make arrangements to bring a regiment from Canada to aid recruiting. Colonel Muckle was made Chairman of the Citizens' Committee and as a result of his subsequent visit to Ottawa, the 5th Canadian Highlanders of Montreal, the Canadian Recruiting Regiment for the famous 42d "Black Watch," commanded by Colonel Burstall, arrived in Philadelphia on Sunday morning, September 30, 1917, and remained three glorious and busy days. On the evening of September 30th, the officers of the regiment were the guests of Colonel and Mrs. Muckle at the Bellevue-Stratford Hotel.

The officers were quartered at the Adelphia Hotel on Chestnut Street, and the men and non-commissioned officers were quartered at the Y. M. C. A. on Arch Street. Great mass meetings were held at the Metropolitan Opera House on Broad Street, also at the Academy of Music and at the Forest Theatre.

Early in October, General White, Chief of the British and Canadian Recruiting Mission in America, and a group of famous Great War veterans addressed the citizens of Philadelphia from the stage of the Academy of Music. So great was the enthusiasm for recruiting aroused at that meeting, that men actually climbed from topmost galleries to the stage to present themselves for enlistment. One British veteran of the famous Lanchester Regiment, sixty-two years old, with a war record of twenty-three years, pleaded to be taken. On Saturday, January 5, 1918, the British official war exhibit was opened in the armory at Broad and Callow-hill streets. Here were shown captured German guns, uniforms, rifles, helmets, gas-masks, bombs, torpedoes and even a great Austrian Skoda gun—guns taken from some of the celebrated German commerce raiders were also shown. Opening addresses were made by Major General L. W. T. Waller, U. S. M. C., and Brigadier General W. A. White, C. M. G.

In January, 1918, the British official war pictures were shown in the Hale Building. One of the most striking pictures showed the Canadians at the "zero hour" leaving their trenches at Ypres to attack the Germans.

In the mean time wonderful stories of fearful battles in the air were astonishing the nation, and at the invitation of the Recruiting Mission, Lieutenant E. Flaschere, a famous French Ace, whose uniform showed the Military Medal, Military Cross, the Legion of Honor, the British Military medal and other famous decorations gave an exhibition of aeroplane work on Sunday, April 11, 1918, that thrilled a crowd of 40,000 people at Belmont Plateau. A few weeks after this, Philadelphia had the opportunity of witnessing the first British tank, the *Britannia* rolling through its streets. This armored car driven by powerful gasoline engines was commanded by Captain Haig and crew, all of whom had been wounded at the Battle of Arras, the first battle in which tanks were employed and when tanks were



courtesy of the Philadelphia Inquirer

British Tank on the Parkway.

a complete surprise for the Germans. At this time the Parkway in Philadelphia was being cleared of buildings, and to show the wonderful work of the tank it was run over ditches, hills and rubble, and ended up with battering down a two-foot brick wall of a house that was being demolished.

A few days later, assisted by several companies of the United States Marines, and with Lieutenant Flaschere's fighting SPAD aeroplane overhead, the tank gave an exhibition of the new method of attack before a very large number of the citizens of Philadelphia and Army and Naval officers at League Island.

After seeing its great power, people did not wonder that the Germans took to building concrete and steel shelters as the only means of protecting themselves from the power of this terrible instrument of war.

Meanwhile the property at Juniper and Chestnut streets was no longer available, and on January 16, 1918, Colonel Muckle secured gratis from the Lea Estate the use of the second floor of the building at the northeast corner of 17th and Chestnut streets. On March 4, 1918, the Mission again moved, going to the second floor of the building at the southwest corner of 16th and Chestnut streets.

When the problem of taking care of the dependents of enlisted men came up, Colonel Steele called together public-minded citizens and organized a British and Canadian Patriotic Fund, of which the British Consul General, T. R. Porter of Philadelphia was the official head.

In British Societies and the Canadian Society of Philadelphia, large sums of money were raised to alleviate the distress of dependents and to take care of

returned soldiers incapacitated for further work. In May of 1918, Captain Radcliffe Dugmore, famous as a newspaper correspondent, soldier, author and lecturer, gave a very interesting talk on African wild animals at the Academy of Music, illustrated with lantern slides and colored moving pictures, in aid of the British Patriotic Fund, the lecture having been arranged by Major C. P. R. Dugmore, B. A., second in command of the Mission in Philadelphia.

The officers and non-commissioned officers of the Mission rendered various valuable services to the United States during the flotation of the Liberty and Victory Loans by showing the people that there were various ways of fighting the enemy as well as by shouldering a gun and marching to the trenches.

It is a curious fact that every time the enemy gained a victory, the rush of recruits to the Mission was greatly augmented; in fact, one looking over the record could tell just when the Allies were gaining their successes and when they were meeting with reverses from the number of recruits presenting themselves. The high water-mark of recruiting was during the week of March 2, 1918, when 1,089 men were recruited in the United States for the British or Canadian Army. In the mean time the British had been forming what is known as the Jewish Battalion and recruits came freely from the United States to join that section of the Army. Two thousand three hundred and twenty-nine were recruited; great impetus for this was given by the news of the capture of Jerusalem by General Allenby.

In the mean time, diplomats in Washington and in Downing Street and on "the hill" at Ottawa had entered into an agreement whereby American citizens in Canada or Great Britain of draft age could be drafted into the Canadian or British Army and British or Canadian subjects (exclusive of Irishmen) residing in the United States and of draft age could be drafted into the American Army; thus all British subjects in the United States between the ages of eighteen and twenty-one, and thirty-one and forty-five were required to register, as the British Army took in, subject to draft, all males between the ages of eighteen and forty-five, while in the United States the draft age was from twenty-one to thirty-one.

This arrangement rendered the work of the British and Canadian Recruiting Mission in the United States unnecessary and on October 14, 1918, the Mission closed its work in the United States. The total number of recruits gained throughout in the United States was 62,000. Philadelphia district had time after time the enviable record of gaining more recruits in a week than any other section of the country excepting the headquarters section. Over 4,000 recruits were sent to Canada or Great Britain from the Philadelphia district.

In July, 1918, Colonel Steele was sent to Russia and took as a member of his staff Lieutenant Skidmore, C. E. F., who, during his stay in this city, had become popular with its citizens.

The first British soldier to be buried in the United States in over one hundred years was Sergeant Malcolm MacFarlane of the Recruiting Mission, a veteran of a number of battles in Flanders who, stricken with pneumonia, died and was buried at Mt. Moriah Cemetery, where a beautiful tombstone marks his last resting-place.

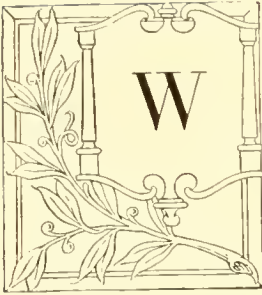
Colonel Steele was succeeded by Major C. P. R. Dugmore, who in turn was succeeded during the last few months of the Recruiting Mission's existence by Captain W. P. F. Latham.



Courtesy of the Philadelphia "Press."

U. S. S. "Haverford" brings first troops returning to Philadelphia.

THE RETURN OF THE TROOPS



WELCOMED by gaily decorated committee boats, greeted by bands of music and acclaimed by thousands of people lining the Philadelphia and New Jersey banks of the Delaware, the U. S. S. *Haverford* arrived at Pier 53 on January 30, 1919. The 2,100 troops on board, of which fifteen were Philadelphians, composed the 65th Coast Artillery, a number of wounded officers and men, and a Casual Company of negroes.

Far down the river the welcome began. The *City of Camden*, chartered by the Citizens' Committee of Philadelphia, *The Fearless*, crowded with men and women from New Jersey, the tug *Adriatic* with a Committee of the Emergency Aid of Pennsylvania on board, and a score or more of other craft heralded the *Haverford* on her triumphal trip up the river.

Two thousand school children, each with an American flag, were massed on the Government pier at Gloucester and sang a welcome as the *Haverford* approached. At Hog Island and at other large plants on both sides of the river, work temporarily ceased while the thousands of employes occupied every vantage point and hurled



Courtesy of Frank W. Buhler, Stanley Co. of America.

Red Cross and other organizations waiting to greet the returning troops.



Courtesy of Frank W. Buhler, Stanley Co. of America.

First Regiment of Marines parading on Broad Street.

their cheers across the water. As the transport passed League Island, the guns there boomed in salute.

At the pier, representatives of the Red Cross, Y. M. C. A., Knights of Columbus, Jewish Welfare Board, and Salvation Army had everything in readiness to make the men feel at home. Sandwiches and coffee, "smokes," candy and other gifts were provided.

Following these interesting ceremonies, the men marched from the pier west on Washington Avenue to Broad Street between densely packed lines of cheering relatives and friends. At Broad Street they entrained for Camp Dix, where after submitting to another process of fumigation, they received their families or returned to Philadelphia on leave.

The successful handling of the *Haverford* at the municipal pier and the ease with which the men were taken from the dock to camp received favorable comment from the embarkation officers at Hoboken, and resulted in additional transports being sent to this port throughout the spring and summer.

On February 8th the city witnessed a parade of 500 marines, veterans of Verdun, Belleau Wood, Chateau-Thierry, the St. Mihiel salient, Champaigne and the Argonne. These men, under command of Lieutenant Colonel H. D. South, with Major A. J. Drexel Biddle as aide, marched from Broad and South streets around the east side of City Hall and west on the Parkway to Logan Square. The reviewing stand, erected on the north plaza of City Hall, was occupied by city officials and distinguished guests. At Logan Square the members of the various women's relief organizations welcomed the men. An escort of honor was composed of marines and sailors from the Navy Yard. The music was furnished by the celebrated Marine Band from Washington, which led the column.

In the evening the men were entertained at Keith's Theatre. So great was the throng that in an endeavor to attend this celebration over 2,000 were unable to get nearer than the doors of the theatre.

With the report that a large number of troops would soon come to this city, Mayor Smith requested Judge J. Willis Martin, Chairman of the Philadelphia Council of National Defense, to appoint a special committee to make all arrangements for welcoming returning transports to this city, and to serve as its chairman. On the committee thus appointed were the Presidents of Select and Common Councils, the Chairman and Secretary of the Councilmanic Committee on the Care, Sustenance and Relief of those in the military and naval service of the United States, and the Executive Manager of the Philadelphia Council of National Defense, who acted as secretary of the committee. Representatives of the various welfare organizations were members of the committee and a review of its work is incorporated in the report of the Philadelphia Council of National Defense.

The preliminary work of the committee prepared it for the far larger task of welcoming back the men of the 28th Division.

WELCOME TO THE 28TH DIVISION

When the morning papers of the city carried an announcement early in April that the 28th Division was ready for its return to the United States and that the War Department was in a receptive mood for a request that the Division be paraded before demobilization, the Secretary of the Welcome Home Committee telephoned to the Adjutant General at Harrisburg, and arranged to leave at once with him for Washington, to ask, in the name of the State and City, a divisional review in Philadelphia. The following day, General Beary and Mr. Guenther visited Brigadier General Edward D. Anderson and Colonel Joseph R. McAndrews and received the assurance that the War Department would make every effort to accede to their request. From the very beginning the War Department gave its most cordial and effective cooperation.

It soon became apparent that, owing to the unexpectedly rapid movement of the troops, only a part of the Division would arrive together and it was finally arranged that those units which were distinctively Philadelphian in personnel, or whose men came from the eastern part of Pennsylvania should be held at Camp Dix for parade. All other units were immediately demobilized or, as in the case of the western Pennsylvania troops, were sent to Camp Sherman for a parade in Pittsburgh.

Meanwhile the city of Philadelphia planned for that day when it should honor its own sons. Mayor Smith, who



Courtesy of the Philadelphia "Press."
Men on the U. S. S. "Northland."

was ill at the time, called a meeting at his Glenside home and appointed additional members to the Welcome Home Committee.

The committee in charge of arranging for the parade of the Keystone Division was as follows: Hon. Chairman, Hon. Thomas B. Smith; Hon. Vice-Chairman, Hon. J. Willis Martin; Chairman, Joseph Widener; Secretary, J. Jarden Guenther; James E. Lennon, Dr. E. B. Gleason, George Wharton Pepper, Isaac D. Hetzel, Col. Richard E. Holz, W. J. Dorsey, Leon J. Obermayer, J. D. Sutherland, Dr. C. J. Hatfield, Calvin L. Lewis, John T. Windrim, Emanuel Furth, W. Freeland Kendrick, Hon. John M. Patterson, Wilfred Jordan, Joseph P. Gaffney, Charles B. Hall, Adjutant-General Frank B. Beary, George S. Webster, Dr. Wilmer Krusen, W. H. Wilson, Hon. Edwin S. Stuart, Alfred E. Burk, Robert E. Lamberton, James A. Flaherty, John F. Dugan, Dr. W. W. Trinkle, James Willard, Mrs. Barclay H. Warburton, James F. Herron, George W. B. Hicks, James B. Corneal, Richard J. Beamish, E. J. Clive.

The offices of the committee and of the various sub-committees were established in the Liberty Building and additional members added to the executive and clerical staffs of the Philadelphia Council of National Defense. John Saeger Bradway, Lieutenant (j. g.) U. S. N. R. F., who had recently returned from overseas duty, was appointed assistant to the Secretary and acted as liaison officer between the "G. H. Q.", the Port of Debarkation and Camp Dix.

In order that some record may be kept of the preparations made to honor General Muir and his men, a rapid review of the work of the committees will show how the city was literally transformed and how every effort was made to give a welcome worthy of the occasion.



Photo by L. R. Shaw

Pylons and Decorations on Chestnut Street.

THE COMMITTEE ON DECORATIONS received a number of suggestions and finally developed plans which gave to Philadelphia a colorful effect never before equaled. A request to all citizens was made in the newspapers for general decorations throughout the city and every thoroughfare was festooned with flags and banners.

The Chestnut Street Business Men's Association arranged for special decorations on that street from river to river. The trolley poles were gilded, and suspended from each were blue silk banners edged with gold giving the names of the important engagements in which the 28th Division participated. The various stores and office buildings were draped in bunting and the entire scheme culminated in the magnificent decorations on Chestnut Street in front of Independence Hall. At the corners of 5th and 6th streets were erected great pylons upon which were superimposed heraldic figures. From these pylons to the buildings were suspended silken canopies in the city colors.

The entire north side of Chestnut Street between 5th and 6th streets was banked with grandstands for special guests and on the south side of the street, flanking the entrance to Independence Hall, were the reviewing stands occupied by the Governor of the State, the Mayor of the City and other official guests.

In front of Independence Hall, where the Statue of Washington usually stands, but which had been removed for repairs, the Liberty Bell was placed on a special pedestal, behind which, and forming a picturesque setting for the bell, were standards of Allied flags, banners with symbolic devices and a semicircle of evergreens.

By courtesy of the Liberty Loan committees, the decorations of the 5th Liberty Loan campaign were left standing on Broad Street, north and south, and presented a picture to the marching host that will never be forgotten. The Stars and Stripes blended with the flags of the Allies and streamers and banners flanked the Victory Statue, the dazzling whiteness of which was even more effective with a temporary back-ground of blazing scarlet.

The plazas of City Hall were appropriately decorated, while from each window of that huge structure the American flag fluttered in the soft May breezes.

The Parkway from Broad Street to Spring Garden presented an ever changing spectacle. The circle at Logan Square was marked by a series of flagpoles with the American colors. The grandstands, artistic as they were in design, were made more so by the fluttering pennants which were placed behind the topmost seats.

THE COMMITTEE IN CHARGE OF BOATS AND STANDS arranged for the steamers which took the relatives down the river to meet the incoming transports. Its greatest service, however, was the erection of the grandstands, a work which was complicated by the shortness of time. For two weeks previous to the day of the parade, the Parkway, and Chestnut Street at Independence Hall, were ablaze with lights, for shifts of men worked day and night to provide accommodations for the thousands who desired tickets to the stands.

On the Parkway from Logan Square to Spring Garden Street, were a series of stands accommodating 17,000 people. These, with the exception of a limited number of sections reserved for the State Legislature, were occupied by the next of kin of the men of the 28th Division.

The Councilmanic stand was erected on the east side of City Hall. On the west side of Broad Street and south of Arch the members of the Draft Boards of Philadelphia reviewed the parade, while at the end of the Parkway the members of the Park Commission occupied a special stand.



Courtesy of the Philadelphia "Inquirer."

The parade on the Parkway passing in review before 18,000 "next of kin."

The way in which the members of this committee sought to take care of all who had any claim is exemplified by the fact that when the Mayor of a neighboring city, who had misunderstood the directions by which tickets could be secured, came down with a request for 750 seats twenty-four hours before the parade, the committee erected a special stand overnight and thus took care of the entire delegation.

THE PARADE COMMITTEE had charge of all matters pertaining to the military side of the parade, the route over which it was to go, etc. The Adjutant General, Frank D. Beary, was Chairman of this Committee. He and his fellow members, after a series of conferences, also arranged for the transportation of troops from Camp Dix to Philadelphia and return. E. J. Clive, Terminal Manager of the Federal Railroad Administration, and his associates were indefatigable in their efforts and made possible the movement of troops with the least delay.

THE RECEPTION COMMITTEE arranged for the reception of General Muir, and the members of his staff, by Mayor Smith on the morning of May 14th, and for the banquet tendered by the Mayor in the name of the city in the ballroom of the Bellevue-Stratford Hotel on the same evening.

THE ENTERTAINMENT COMMITTEE had one of the most difficult problems of all, but its work was greatly simplified by the cooperation of Frank W. Buhler, representing the Stanley Corporation, and Harry T. Jordan, of Keith's Theatre. These gentlemen arranged with the theatrical interests of the city to admit the men of the 28th Division to their theatres on the evening of the 14th without charge and also provided other forms of special entertainment.

THE COMMITTEE IN CHARGE OF HOTEL ACCOMMODATIONS arranged for a suite of rooms at the Bellevue-Stratford Hotel for General Muir and the members of his staff, and the COMMITTEE IN CHARGE OF QUARTERS for the enlisted men rented a number of buildings in the city and provided them with cots, etc., for the enlisted men. A box breakfast was served on May 15th to the men who reported to their quarters.

THE COMMITTEE ON MUSIC arranged for the placing of song leaders and cheer leaders along the entire route of the parade. These men, trained by experience during the entire period of the war, kept the expectant throngs in a songful mood and made possible a continuous applause as the troops marched by. This latter effort was important not because the crowds became weary with passing troops but because, as was so clearly shown at the parading for the 27th Division in New York City, it was the head of the column that received a tremendous greeting, while the last companies of the various regiments marched between silent spectators.

THE AUTOMOBILE COMMITTEE, cooperating with Captain (Mrs. Thomas) Elwyn and the Red Cross, arranged for the transportation of officers and men on the day preceding the parade and also on May 15th.

WOMEN'S WELCOME HOME COMMITTEE

At a meeting called by Judge Martin in his chambers on April 11, 1919, representatives were present from the following organizations: American Red Cross; Council of National Defense; Emergency Aid of Pennsylvania; National League for Woman's Service; Navy League; Pennsylvania R.R. Women's Division for War Relief.

The following officers and committees were appointed: Mrs. William C. Spronl, Honorary Chairman; Mrs. Thomas B. Smith, Honorary Vice-Chairman;

Mrs. Frank D. Beary, Honorary Vice-Chairman; Mrs. Barclay H. Warburton, Chairman; Miss Mary L. Selden, Secretary.

Executive Committee: Mrs. Dobson Altemus, Mrs. Edgar W. Baird, Mrs. Henry C. Boyer, Mrs. Henry B. Coxe, Mrs. George Dallas Dixon, Mrs. Geo. W. Childs Drexel, Mrs. Thomas L. Elwyn, Mrs. John White Geary, Mrs. John C. Groome, Mrs. Henry D. Jump, Mrs. Ernest Law, Mrs. Arthur H. Lea, Mrs. Norman McLeod, Mrs. Louis C. Madeira, Mrs. J. Willis Martin, Mrs. Eugene Newbold, Mrs. H. S. Prentiss Nichols, Mrs. Louis R. Page, Mrs. James Starr, Jr., Mrs. Edward T. Stotesbury, Mrs. William G. Warden.

Sub-committees were appointed which subsequently made and perfected arrangements for the reception, care and feeding of the officers and men of the 28th Division, during their stay in Philadelphia on May 14th and 15th.

Headquarters were established in the offices of the Philadelphia Council of National Defense, Liberty Building, and at the final meeting of the Executive Committee on May 23, 1919, the various chairmen reported on their work.

For the Executive Committee, Mrs. Warburton, Chairman, stated that Mr. Gallney had sent to the Women's Committee, for distribution among the women's war relief organizations, 500 tickets for the grand stands, most of which were returned to the Women's Welcome Home Committee for distribution among the families of the soldiers who were unable to procure seats.

All overhead expenses, including printing and postage, were met by the Women's Committee.

CANTEEN COMMITTEE

Mrs. George W. Childs Drexel, Chairman
Mrs. George W. Boyd, Vice-Chairman
Mrs. George B. Evans, Asst. Vice-Chairman

The Canteen Committee reported that as a part of the reception given to the men of the 28th Division on the 15th of May the Canteen Department of the American Red Cross supplied 19,000 hot meals.

Thanks to the kindness of Mr. Shibe, the ball park and its facilities were most graciously given to the City for this use. Here the canteen with its 300 officers and workers had a long, canvas-covered mess shack, through which the men passed in companies. First getting plates, cups, knives and forks, the men passed through at the rate of 146 per minute in cafeteria style, and each received his share of 12,000 lbs. of beef, 3,000 lbs. of mashed potatoes, 2,500 gallons of hot coffee, 38,000 slices of bread with butter, and 2,000 large sponge cakes. Each company had an allotted section of the grand stand in which canteen women passed the chocolate donated by the Wilbur Company and served water or filled canteens from the large ice water barrels.

A first aid dressing station under a doctor, a nurse and three assistants from Army Base Hospital No. 22 was kept very busy, and over 150 patients, chiefly footsore ones, were treated. Ambulance, bandages, pillows, blankets, etc., were also at hand for any emergencies.

Large numbers of box lunches were delivered to Shibe Park, presumably by the generosity of the city. These boxes, along with the coffee and food left over, were sent to North Philadelphia and other stations and given to the departing men for their suppers.

At the request of General Muir, his Adjutant, Colonel Clement, spoke to the canteen workers and, congratulating and thanking them on behalf of the officers and men of the Iron Division, said that he had never seen, in America or overseas, any branch of the Army function more efficiently than did the Philadelphia Red Cross in its feat of serving 16,000 men in 110 minutes.

The men, after enjoying a good meal, were bodily rested, and left the field with much cheering.

INFORMATION BOOTHS AT STATIONS

Mrs. George Dallas Dixon, Chairman

The members of the Pennsylvania R.R. Women's Division for War Relief were in the booths at the seven stations, including Market and Chestnut Street Ferries, from 7 A. M. until 10 P. M. on Wednesday and Thursday, May 11th and 15th. Hundreds of visitors came to the booths with requests for all kinds of information and the members of the committee were supplied with a brief statement covering the general facts relative to the parade.

People were directed to rest rooms for families of enlisted men from out of town to the Emergency Aid at 1128 Walnut Street, and to the National League for Woman's Service, at 1703 Walnut Street, while for officers' families the Acorn Club, 1618 Walnut Street, and Officers' Club House of the Emergency Aid, 221 S. 18th Street, were open.

Persons with children were sent to a nursery at 14th and Green Streets (Friends' Neighborhood House), where children were cared for and given lunch for 25 cents.

COMMITTEE FOR RECEPTION OF NURSES

Mrs. Henry B. Cox, Chairman; Mrs. J. Barton, Miss Florence Caldwell, Mrs. Wm. B. Campbell, Mrs. J. Gardner Cassatt, Mrs. E. Walter Clark, Mrs. Wm. J. Clothier, Mrs. Theo. W. Cramp, Mrs. Charles Da Costa, Mrs. Thomas J. Dolan, Mrs. Norton Downs, Miss Helen Fleischer, Miss Susan C. Francis, Miss Josephine Frazier, Mrs. George H. Frazier, Mrs. John H. Gibbon, Miss Mary K. Gibson, Miss Mary Girvin, Mrs. Jos. L. Hoppin, Mrs. Charles E. Ingersoll, Mrs. Sydney W. Keith, Mrs. Arthur H. Lea, Mrs. Jos. L. Leidy, Mrs. Norman MacLeod, Mrs. J. Willis Martin, Mrs. Wm. R. Mercer, Mrs. J. Kearsley Mitchell, Mrs. R. L. Montgomery, Mrs. Randal Morgan, Mrs. Wm. Norris, Mrs. Frank T. Patterson, Mrs. Wm. Potter, Jr., Mrs. Philip M. Rhineland, Miss Anna Rogers, Mrs. Benjamin Rush, Mrs. Charles Scott, Jr., Mrs. Charles H. Scott, Mrs. Jos. N. Snellenburg, Mrs. Edward T. Stotesbury, Mrs. Rowland Taylor, Mrs. G. W. Urquhart, Mrs. Alexander Van Rensselaer, Mrs. Henry P. Vaux, Mrs. Charlton Yarnall, Miss Roberta M. West.

The nurses were taken in motors by the National League Motor Corps, and immediately after the parade they were taken to the Bellevue-Stratford Hotel, where a luncheon was served, which was very much enjoyed. The committee and the nurses gratefully acknowledged the courtesy of the State in providing transportation for the nurses to and from their homes in different parts of the State.

The committee's expenses amounted to nearly eight hundred dollars, which was entirely subscribed by members of the Reception of Nurses' Committee.



Photo by J. R. Snow.

Overseas Nurses.

COMMITTEE FOR RECEPTION OF OFFICERS

Mrs. Edward T. Stotesbury, Chairman

Mrs. Dobson Altenuis, Vice-Chairman

At the Army and Navy Officers' Club House of the Emergency Aid, the day before the parade, 100 extra cots and 200 blankets, which were loaned by the Marine Barracks and Ordnance Department, were placed in the ballroom to accommodate the officers of the 28th Division who availed themselves of the privilege of stopping at the club. Meals were also served the officers for two days, and the dance held Wednesday evening, May 11th, for their entertainment was largely attended.

TRANSPORTATION COMMITTEE

Mrs. Thomas L. Elwyn, Chairman

Mrs. Norman MacLeod, Vice-Chairman

Mrs. John White Geary, Vice-Chairman

With the help of the American Red Cross, Emergency Aid, and Junior Service Corps of the National League for Woman's Service, transportation was furnished for 582 wounded men and 225 overseas nurses. The motors were crowded owing to the fact that preparations were made for only half the number, but reserve motors were brought into use, and the cars carried double the original number of persons.



Photo by L. R. Snow.

Wounded men of the Division.

COMMITTEE FOR VISITING FAMILIES

Mrs. John C. Groome, Chairman; Mrs. Arthur H. Lea, Vice-Chairman; Mrs. J. Willis Martin, Vice-Chairman; Mrs. Henry C. Boyer, Mrs. James Starr, Jr., Mrs. Louis C. Madeira, Mrs. Henry D. Jump, Mrs. Ernest Law, Mrs. Eugene Newbold, Miss Edith D. Sheldon.

Members of this committee were on duty at headquarters in the Liberty Building all day and evening from Saturday, May 10th, until after the parade. The office force of the Council of National Defense volunteered to assist the committee during the evenings and on Sunday.

The committee made all arrangements for out-of-town guests to be accommodated in the homes of members of the American Red Cross, Navy League, National League for Woman's Service, and Emergency Aid, who had previously offered to be hostesses to these families. Tickets given by the Emergency Aid and National League for Woman's Service on their stands were also distributed among out-of-town families, besides those on the city stands donated by Mr. Gaffney to the women's war relief organizations.

Through the courtesy of the Councilmanic Committee the following information, on a slip, was mailed to all out-of-town families with the tickets issued for the stands by the committee:

"The Women's Welcome Home Committee, Liberty Building, Broad and Chestnut streets, Philadelphia, Pa., has arranged for a committee to meet trains on all railroads arriving in Philadelphia on May 14th and the morning of the 15th. There will also be an information booth in each station and at the ferries. Tickets for box lunches at 25 cents each can be obtained at station. These box lunches will be supplied at the information booth on the Parkway. Free rest rooms at 1128 Walnut Street and 1703 Walnut Street."

A letter was also sent to all newspapers in the State giving the same information.

LUNCH FOR RELATIVES COMMITTEE

Mrs. James Starr, Jr., Chairman, Mrs. H. L. Cassard, Mrs. John Mustard, Mrs. Thomas Beath, Mrs. Howard Seaver, Mrs. W. O. Peobles.

One thousand box lunches were sold from the National League Booth at 22d Street and the Parkway to the visiting families at 25 cents each, the tickets for these lunches having been procured at the information booths at the railroad stations, and at the headquarters of the Women's Committee.

RECEPTION AT STATIONS COMMITTEE

Mrs. Eugene Newbold, Chairman

Seventy-five women on this committee worked in three shifts. At North Philadelphia Station families were sent to lodgings, and wounded men sent in taxis to Second Regiment Armory. Five taxis were placed at the disposal of the Committee by an anonymous donor. At Broad Street Station and Reading Terminal visiting relatives were met by a reception committee and directed to lodgings. One wounded man was sent to the hospital. Many people met at the gates were advised as to car routes, rest rooms, theatres, etc. The West Philadelphia and B. & O. Stations were also covered by this committee.

PHILADELPHIA ROOM REGISTRY

Miss Edith D. Sheldon, Chairman

The occupants of 175 houses registered rooms for visitors, of which number 110 were inspected, through the kindness of the Emergency Aid and the National League for Woman's Service, who provided motor transportation for the visitors. Altogether 150 accommodations were procured and prices per night per person averaged 75 cents to \$2.00.

FIRST AID STATIONS

Mrs. Hutton Kennedy, Chairman

These stations were authorized by Dr. Wilmer Krusen, Director of the Department of Health and Charities, and Dr. R. Owen, Police Surgeon. Five stations were established at the following points: Academy of Music; 835 Chestnut Street; 713 Market Street; Gimbel's Garage (22d and Parkway) and the corner of Broad and Brown streets. The use of these places was kindly given by the owners—the Directors of the Academy of Music, Gimbel Brothers, the Dobson Estate and the Oldsmobile Company. Gimbel Brothers also lent all the chairs needed. The Salvation Army lent eight cots and the Hero Manufacturing Company the complete outfit of their first aid room and the use of a truck on the 14th and 15th of May. Two more stations were added when the Disaster Committee of the Southeastern Pennsylvania Chapter of the Red Cross offered the use of a tent on the Parkway, and the Independence Square Auxiliary offered the use of their workroom.

Pnrock Water stands were placed in those stations not furnished with drinking water. Comfort stations for the use of women and children were arranged for in the Catholic Girls' High School, the Wills Eye Hospital, Spring Garden Street Market and Spring Garden Street Methodist Church.

Dr. Owen sent a city doctor to each station as well as a complete first aid outfit. Dr. Krusen sent two city nurses to each station and three warden attendants of the Emergency Aid were also in attendance. Numerous fainting cases were brought in, cases of severe heart collapse, collapse from exhaustion, and one soldier with heart trouble.

NATIONAL LEAGUE FOR WOMAN'S SERVICE

Mrs. Edgar W. Baird, Chairman

Three hundred wounded men from Base Hospital No. 22 together with their nurses viewed the parade from special seats and were provided with box lunches. The headquarters of the National League at 1703 Walnut Street were equipped for the convenience of visiting families and twenty-five beds were installed for the use of women relatives of the troops.

By courtesy of the Fairmount Park Commission, information booths were erected on the Parkway and were manned from 8.30 A.M. until 2.15 P.M. on the day of the parade. Twenty-five members of the National League and Junior Service Corps were on duty at the booths.

THE EMERGENCY AID OF PENNSYLVANIA

Headquarters at 1128 Walnut Street were used as a rest room on the day of the parade, and one hundred people from Lancaster were entertained there at supper after the parade.



Courtesy of Frank W. Buhler, Stanley Co. of America.

Wounded men watching the parade.

RECEPTION COMMITTEE FOR WOUNDED SOLDIERS

Mrs. William G. Warden, Chairman

Mrs. Louis R. Page, Vice-Chairman

This committee arranged with the War Camp Community Service to care for some 500 wounded soldiers who had been with the Division and who were coming as special guests of the general committee from out-of-town hospitals. The plans provided motor service at the station and sleeping quarters in the buildings of various welfare organizations. On the morning of the parade the Women's Committee, together with the officers of the War Camp Community Service, took charge of the soldiers and provided taxis or arranged for seats on the line of march for those who were unable to parade.



Courtesy of Frank W. Buhler, Stanley Co. of America.

Men of the 28th Division arriving at Philadelphia.

THE DIVISION ARRIVES HOME

Splendid as were all welcomes given to troops returning to the port of Philadelphia, it seemed as if a great reserve of enthusiasm had been saved to lavish on the men of the 28th Division, the first units of which, 1,333 strong, arrived on the transport *Canandaigua* on April 27th. But all records for tumultuous greetings were broken on April 30th when the transports *Mercury* and *Pocahontas* raced up the river from the Delaware Breakwater. A score or more of river craft, headed by the committee boats and the steamers chartered by the City to carry the relatives

and friends of the men, met the ships almost as far down stream as Chester. Neither transport reduced speed and few of the smaller boats were able to keep abreast. The scenes which greeted the *Haverford* on her maiden trip with troops to Philadelphia were reenacted and tens of thousands of men, women and children on both banks of the river cheered and sang as the men passed by.

The arrival of these two transports was so uncertain that General Beary was in Camp Dix when the word came that they had passed Reedy Island and before the General was found in camp and notified the ships were well up the river. However, he reached the pier as the *Meeury* was docked and with Mr. Guenther went on board and welcomed Major General Charles S. Muir and the members of his staff.

General Muir, or "Uncle Charlie" as he was affectionately known by his men, was the one casual officer on board. The General had commanded the Division during its days of fiercest fighting and was the only officer with two stars to lead his men over the top. Modest in the extreme, he acknowledged that he wore the Distinguished Service Cross, Croix de Guerre, and the insignia of the British Order of St. Michael and St. George. With the General were Lieutenant Colonel Fred Taylor Pusey, Lieutenant Colonel Sidney A. Hagerling, Lieutenant Colonel Charles F. Clement, Major Edward Hoopes and Captain H. M. Gross, all of the Divisional staff. Captain Robert Aulanier, who had served with the Division as French liaison officer, was also on board.

After the brief and informal words of welcome, General Muir and his staff were escorted to the Union League Club, where they were entertained at dinner. The next morning they went to Camp Dix in motors driven by members of the Junior Service Corps of the National League for Woman's Service, and Philadelphia knew that the plans for the Divisional parade were fast drawing to a successful close.

The two weeks between May 1st and 15th were busy ones. General Muir ordered headquarters established in the Mayor's reception room at City Hall, which had been tendered to him, and in the offices of the Philadelphia Council of National Defense.

While final preparations were being made, other units of the Division arrived and were met with the same cordiality and enthusiasm as those who came before. Friends and relatives, officials from many nearby cities and towns, haunted the headquarters in their eagerness to secure tickets for the committee boats. The City spared no expense and in almost every case was able to meet the demand, except only when an unheralded early or late arrival of a transport made it impossible to secure proper accommodations.

As the plans matured, it was deemed wise to bring the troops to Philadelphia the day before the parade, and May the 14th dawned clear and bright. Early in the morning, General Muir and his staff crossed from Camden. At the foot of Market Street a great curtain was suspended. As the General, accompanied by his officers, approached, a fanfare of bugles sounded, the curtain was drawn aside and the welcome of the City was extended by Mayor Smith. At the same time four horsemen dressed as colonial cavalymen rode north, south, east and west from City Hall, accompanied by buglers and heralds, also mounted and in colonial costume.

Ferryboat after ferryboat brought the troops. Out Market Street to Broad most of them marched, and then turned north or south to their respective barracks.



Courtesy of the Philadelphia "Press."

Mayor Smith, at foot of Market Street, welcomes General Muir and Staff.

Troops quartered at any great distance from the ferry were taken by trolleys and in motor trucks to their several destinations.

As each unit reached its barracks the men went on leave, and the center of the City was soon crowded with eager, home-loving men, each with a little Red Keystone on his shoulder.

A banquet was given by the Mayor in the name of the City to General Muir and his staff officers, in the ballroom of the Bellevue-Stratford Hotel. Previous to the banquet a reception was tendered to the visiting officers in the Clover Room. There, surrounded by the men who had shared with him the vicissitudes of many campaigns, General Muir was welcomed by several hundred distinguished Philadelphians. During the banquet, and at the request of Mayor Smith, the Governor of Pennsylvania, Hon. Wm. C. Sproul, presented to General Muir, in the name of a grateful City, a handsome medal of gold, bearing a replica of the Liberty Bell.

A dance for the junior officers was given at the Officers' Club, on East Rittenhouse Square and a number of other entertainments given in their honor.

As the enlisted men were in large measure from Philadelphia, home was the place to which most of them went, taking with them their "buddies" who were strangers in the city. The theatres and moving-picture houses were all open to men in uniform and special entertainments were arranged by the Y. M. C. A., K. of C., J. W. B. and other welfare agencies.

THE PARADE OF THE 28TH DIVISION

The parade started exactly on time. General Muir and his staff assembled at the Union League and proceeded to Broad and Wharton streets, the order to march being given at 10 a.m. precisely.

The route of the parade was—

From Broad and Wharton north to Chestnut, east to Third and north to Market. West on Market to City Hall, rounding City Hall to Broad Street. Then north to Arch, west to the Parkway, out the Parkway to Spring Garden Street. East to Broad, north to Lehigh Avenue and west to Shibe Park.

From earliest dawn the crowds had been collecting along the line of march and it is estimated that over 2,000,000 people thronged the sidewalks, occupied the stands, or waved their greetings from office buildings and private homes.

At Independence Hall the men were reviewed by the Governor of the State, the Mayor of the City and representative men and women. The men marched platoon front, and as each platoon approached the Liberty Bell the order "Eyes Right" was given, and officers and men saluted as they passed.

When the head of the column swung around Logan Square 17,000 men, women and children rose en masse. These, the next of kin, were the ones who truly shared in every sacrifice, and the City spared no expense nor effort to give them an opportunity to see their "boys." From all over the State they came; from humble homes and stately mansions. They knew, as no one else knew, what these

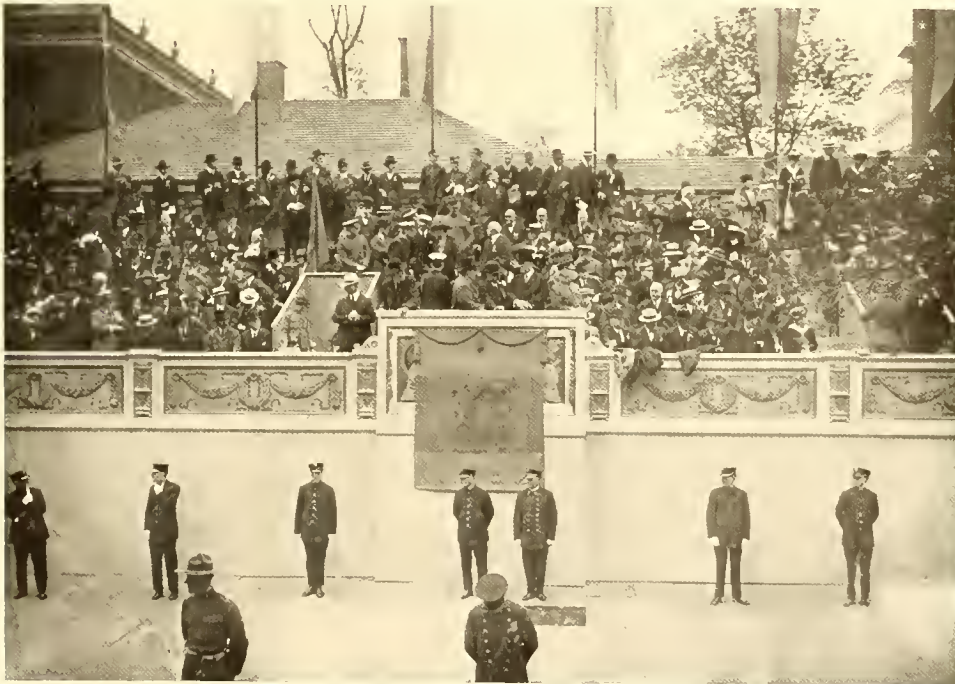


Photo by L. R. Snow.

State and City Officials on Grand Stand at Independence Hall.

steel-helmeted men had done. Perhaps their cheers were not so loud, hardly a throat that did not have a catch in it, hardly an eye in that great throng that did not glisten. Even those who could not see the marching troops were there. A father and mother, both blind, declared that they would *know* when their son passed by.

Some were there whose loved ones never would return. On their sleeves was the "star of gold." They saw the Company and Platoon with which their loved ones had gone away, pass in review; they recognized the officers and some of the comrades in arms. Somewhere, far over the sea, was a grave; above it a tiny cross; there all that was mortal lay sleeping. Such cannot die, they only go before. So, while eyes were moist and hearts were tender, joy and pride, which no others could experience, sustained these relatives. They, too, had paid the price.

Here on the Parkway were the wounded from Government Hospital No. 22 at 34th and Pine streets, as well as many other former 28th Division men, too crippled to ride. On Spring Garden Street at 23d Street were the grand stands erected by the Red Cross, Emergency Aid of Pennsylvania, and the National League for Woman's Service.

At four points along the route of the parade were massed some 15,000 school children, each waving an American flag. At the Ridgway Library on South Broad Street were 1,500 students from the South Philadelphia High School; at 17th and Spring Garden streets there were 1,000 students of the Girls' High School, and in front of the Central High School at Broad and Green streets 2,000 scholars were grouped. The heights of the old Reservoir at the Spring Garden Street entrance to Fairmount Park were reserved for 10,000 children composed of students from Girard College, members of the Boys' Brigade and the Boy and Girl Scouts. The general public rushed the guards holding this place and many of the children were unable to reach the sections assigned to them.

One feature of the parade brought home to all the price which the Division had paid in flesh and blood. A gun carriage drawn by eight white horses, each led by a wearer of the Distinguished Service Cross, or some other special medal of honor, was preceded by a bugle corps sounding a funeral dirge. On the caisson was a great wreath, in the center of which were the figures representing the number of 28th Division men who died in the service. While the cortege halted at Independence Hall, a detail placed at the base of the Liberty Bell sixty-seven smaller wreaths, each with a number representing the major casualties of the several counties of the State.

At Broad and Diamond streets, General Muir saw his "boys" pass in final review, and they in turn saluted "Uncle Charlie" for the last time. How proudly the General sat his horse and watched his men go by, but when the last khaki-clad soldier had swung past the Old Warrior turned away with eyes unashamedly wet.

At the conclusion of the parade the men were dismissed at Shibe Park, which had been lent to the City by Mr. Shibe, where they were fed by the Canteen of the American Red Cross.

Late in the afternoon the first of the troop trains left North Philadelphia Station for Camp Dix, and by dark the last tired soldier had entrained.

Within a few days complete demobilization was effected and the Division, as

a fighting unit, was but a memory. Originally a Division composed of National Guard troops from Pennsylvania, its severe casualties had necessitated over 20,000 replacements, so that when the Division scattered from Camp Dix, the men with the red Keystone on their shoulder went back, not only to the sixty-seven counties of Pennsylvania, but also to practically every State of the Union.

The old Keystone State gave of her best. Nor will the Commonwealth ever forget the service her sons rendered to her, to their Country, and to the world, comrades of the Iron (28th) Division, in the grim but glorious days of 1917-18.

The transport *Peerless*, with the 108th Field Artillery, was delayed and did not reach Philadelphia until May 17th. A committee went to Camp Dix and invited the men to parade, but Colonel Frank Lecocq and his officers decided that under the circumstances it would be better to demobilize at once.

RETURN OF THE 79TH DIVISION

When the 79th Division, composed of the National Army men from Philadelphia, started home, preparations were made to welcome them with the same enthusiasm as was shown to the 28th Division. Wireless greetings were sent out from the office of the Welcome Home Committee and when the transport *Virginian* arrived at Newport News, a committee, appointed by Mayor Smith, was present to tell the Philadelphians on board how proud the City was of them.

Headquarters of the Welcome Home Committee were established in the Hotel Pennsylvania, New York City, in charge of Lieutenant John S. Bradway, and each transport, upon arrival, was met. Mayor Hylan's committee was most gracious in providing tickets for the boats which went down the bay and hundreds of Philadelphia relatives and friends took advantage of the opportunity of cheering and greeting the troops as they came up the river.

When Major General Joseph E. Kuhn, Commander of the 79th Division, stepped off the *Kroonland* at Hoboken, on Thursday, May 29, 1919, he was met by Mayor Smith and a committee, including Mr. and Mrs. Percy C. Madeira, Mr. and Mrs. Jay Cooke, Joseph C. Smith, Secretary to the Mayor, D. W. Harris, Clerk of Select Council, and Lieutenant Bradway.

In his brief word of welcome to General Kuhn, Mayor Smith said: "Philadelphia and Pennsylvania are proud of you and your men. We want to do them all honor. We want them to parade before us so that we may see them and that they may know the full strength of our admiration. It is our wish to entertain the officers and men of the Division in a way befitting the City and State and we ask cooperation in these plans."

After the last of the 79th Division troops had landed, Philadelphia was caught in a heat-wave of great intensity. Letters and telegrams from officers and men poured into the offices of the Mayor and Committee and, reluctantly, the City yielded to the reasonable requests for immediate demobilization and gave up all plans for a parade.

As long as transports came to the City they were received with true hospitality, and those in charge of their reception found real satisfaction in greeting the men and in making possible their welcome by their relatives and friends.

ARRIVAL OF TROOPSHIPS, 1919

<i>Haverford</i>	Jan. 30th	<i>Calamares</i>	May 15th
<i>Skinner</i>	Feb. 1st	<i>Haverford</i>	May 19th
<i>Bristol</i>	Feb. 13th	<i>Matoika</i>	May 27th
<i>Northland</i>	Feb. 21st	<i>Dakolan</i>	May 29th
<i>Haverford</i>	March 23d	<i>Shoshone</i>	June 2d
<i>Canandaigua</i>	April 27th	<i>Tesau</i>	May 30th
<i>Pocahontas</i>	April 30th	<i>Ohioan</i>	June 22d
<i>Mercury</i>	April 30th	<i>Dakolan</i>	June 26th
<i>Maui</i>	May 1th	<i>Santa Barbara</i>	July 23d
<i>Ed. Luckenbach</i>	May 10th	<i>Haverford</i>	Aug. 2d
<i>Santa Oliva</i>	May 13th	<i>Maui</i>	Aug. 18th
<i>Peerless</i>	May 17th	<i>El Oriente</i>	Aug. 25th

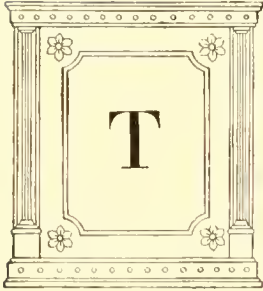


Courtesy of Frank W. Buhler, Stanley Co. of America.

Returning Troops Marching from the Dock to the Train.

VOCATIONAL TRAINING

BY ROBERT J. FULLER, DISTRICT VOCATIONAL OFFICER



THE WORLD WAR forced upon the world many new considerations. Never before was the need so great for human resources at the front in actual combat, for supporting forces near the front, and supply units behind the lines. Never before was the need so great for producing war materials in the manufacturing centers. These vast operations and the movement of the before unheard-of numbers of men required utilization of practically every available person in every country involved. Never before had so many individuals been injured in actual combat. It was early found that many of those who were injured could further participate in military activities. To rehabilitate them quickly and to get them back into some service where they could render real assistance was the problem which confronted all nations. Further than that it was found that some of them could not assist directly in the war, but could be utilized in their own communities upon work which might have a direct bearing upon the actual combat. The replacement of these men into economic civilian channels, brought about legislation by the United States looking to the immediate need and to the future rehabilitation of the disabled soldiers, sailors and marines. This act, known as the Rehabilitation Act, was signed by the President, June 27, 1921.

The Rehabilitation Act placed the responsibility of retraining the disabled soldiers, sailors and marines upon the Federal Board for Vocational Education. This board had previously been engaged in the work of training men for specific vocations, and had assisted in the war in training men for war production. These experiences peculiarly fitted this organization to deal with the specific duty of retraining these ex-service men and reestablishing them on a civilian basis. A complete plan of organization apart from its other departments was set up by the Federal Board. This organization was known as the Rehabilitation Division of the Federal Board for Vocational Education.

The organization included the establishment of fourteen district offices throughout the United States. The cities selected for district offices included the largest and most accessible centers within the areas to be served. The territory covered by District No. 3 included the states of Pennsylvania and Delaware, with the district office at Philadelphia.

Preliminary plans for organization and securing for District No. 3 proper offices as well as clerical and other personnel were begun October 16, 1918. The persons working upon this preliminary organization were Dr. J. W. Miller, Field Representative of the Washington or Central office, Russell C. Lowell, Dr. Arthur J. Rowland and Jerome B. Scott. The first offices for this work were in the Penn Square Building, where four rooms were occupied on the tenth floor on October 21st. The organization consisted of Mr. Lowell, district vocational

officer, Dr. Rowland, training officer, Mr. Scott, placement officer. Mr. Lowell remained with the organization barely three weeks, leaving to accept an important position in Indianapolis on November 9th. Dr. Rowland was then made district vocational officer on November 11th, and served in that capacity until July 15, 1919.

Prominent men of the city, including the Mayor, the Superintendent of Schools, Dr. John G. Clark, Herman L. Collins, E. C. Felton and John Frazee, of the United States Employment Service, J. Hampton Moore, M. C., George Wharton Pepper, C. L. S. Tingley, John A. Voll, and others were visited, and their interest secured for the promotion of this work. In addition to individuals, several prominent welfare and civic and national agencies were visited for the purpose of securing their full cooperation in carrying out the program. These agencies included the Chamber of Commerce, Philadelphia War Council, Pennsylvania and Philadelphia Councils of National Defense, United States Labor Service, American Red Cross, War Risk Insurance Bureau, United States Public Health Service, various labor organizations, local educational officers and State officers in charge of Industrial Education, and Manufacturers' and Employing Associations. Later, cooperation was had from the Elks, the Emergency Aid of Pennsylvania, the Salvation Army, the Y. M. C. A., the American Legion, the National Catholic War Council and the War Camp Community Service.

Several vocational advisers were secured to make contact with the men calling at the district office, to secure data concerning their disability and educational and occupational experience, as well as their desire for a future occupation. The advisers not only interviewed the men in the district office, but endeavored to interview them at the hospitals before the men were discharged in an effort to make their training follow very closely their discharge from the hospital and the service. The advisers were asked to make contact with men who had already been discharged in various towns and communities throughout the State.

The number of cases or claimants known to the office increased from slightly more than one hundred at the opening of the office to more than eleven thousand by July 15, 1919, the date when Dr. Rowland severed his connection with the service. Under the Rehabilitation Act of the Government, it was not possible to provide all men with training and maintenance. The Rehabilitation Act, limited training to those men who were suffering from a disability which, in the opinion of the Federal Board, amounted to a vocational handicap. Previous to July 11, 1919, training could only be granted to those who had actually received an award of compensation by the Bureau of War Risk Insurance. This necessitated action by that bureau previous to action by the Federal Board for Vocational Education. The volume of work which the War Risk Bureau had to perform made it impossible for them to act quickly. Hence up to July 15, 1919, only 333 men had been placed in training in this district.

The results of the experiences that the board had in handling its work made it necessary for several amendments to the original Rehabilitation Act to be passed. The volume of work to be done made the Amendment of July 11, 1919, the most important and the most far-reaching of any passed up to that date. This Amendment clarified the situation and made it possible for the Federal Board to act in the placing of men in training previous to any decision by the War Risk Insurance Bureau. The real progress of the board then, begins as of that

date. Within six months from that time more than 2,500 men had been actually placed in training as of December 30, 1919, and by June 15, 1921, 10,500 had been placed in training.

On July 15, 1919, Uel W. Lamkin, who later became Director of the Federal Board, succeeded Dr. Rowland as acting district vocational officer for a period of one month, at the end of which time he was relieved by the appointment of Charles E. Cullen, August 1, 1919, and he in turn by Robert J. Fuller, November 1st. At the time Mr. Cullen left the office 1,658 men had been placed in training. The number of persons employed, including a medical staff of seven members, vocational advisers, training officers, placement officers, and clerical force, had increased to 131.

Soon after November 1st certain reorganization plans were developed for the purpose of expediting the entrance of men into training and their follow-up while in training. This resulted in lessening the amount of delay in offering training to the men and the actual placing of them in training and rendering them full service. In fact, the perfecting of the organization and of the plan of work made it possible for large numbers of men to be placed in training, so that by the end of the year 1920 a positive advance had been made in the work of the board.

Certain well-known institutions of the city were approached by the training officers of the board, and arranged to provide courses of study and instruction for the trainees. The aim of all of the training was to make it possible for the man to return to civilian employment with a definite employment objective. Among the institutions which were utilized should be mentioned the University of Pennsylvania, in practically all of its departments, Jefferson Medical College, Temple University, Spring Garden Institute, the Pennsylvania Academy of the Fine Arts, Pennsylvania Museum and School of Industrial Art, Pierce Business College, Banks' Business College and many other private and semi-private institutions. Altogether, there were about fifty institutions in the city which were utilized.

About 25 per cent of the training was provided by industrial establishments in and around the city of Philadelphia. They provided training on the job for the men under the direction of a counselor, or adviser, who was in the employ of the concern. Men were placed with such firms as A. B. Kirschbaum Company, John Wanamaker, Edward G. Budd Manufacturing Company, Baldwin Locomotive Works, and with about four or five hundred other industrial establishments. Thus it will be seen that the citizens of Philadelphia cooperated very materially with the Federal Board for Vocational Education in making possible a program of training for the disabled ex-service man which would enable him to "carry on" successfully in a given occupation.

The Act provided very generously for maintenance while in training. No country up to this time had made such generous provisions for maintenance as did this country, nor was this to be wondered at, because no country had entered the war with a sincerer purpose to sustain an ideal. Various amounts were allotted to the man for his maintenance, with the first allotment of \$65 per month for a single man, to which was added the allowance for dependents, which amounts varied with the number and relation of dependents. It was soon found that this amount was inadequate, so that in the Amendment to the Act of July 11, 1919, the sum of \$80 per month per single man was allotted, together with the several additions for

dependents. With the present high cost of living in the large centers of the country, it is not thought that even this sum will be finally adequate to provide a sufficient amount of money for the maintenance of the men while they are receiving their training. Such provisions as these indicate the whole-hearted support which the people of the United States wish to give to the men who risked their lives as a sacrifice to the furtherance of ideals, as well as to the welfare of the citizens of this country.

The Rehabilitation Act made it necessary to set up proper checking to ascertain the following facts: (1) Whether or not the man was honorably discharged; (2) Whether or not the man had a disability which was incurred, increased, or aggravated in the service; (3) Whether or not the man had a vocational handicap; (4) Whether or not, in view of the extent of the disability, training for this particular man was feasible. In other words, the necessary operation of the office was to interview the man to ascertain the above facts. After the preliminary interview, he was examined by a medical officer, and the necessary records secured. These records were then submitted to the eligibility officers, who passed upon the rights of the man to receive training under the Act. Following the award of training, the man was turned over to the proper training officers and inducted into institutional or job training. The type of training selected by the man, with the advice and assistance of the training officer, depended upon the man's previous educational and occupational history, upon his desire, and upon his disability. Each case was treated individually, and there was no attempt to handle the man on a series of group decisions.

The work which Congress placed upon the Federal Board under the Rehabilitation Act was a pioneer one. Never before had any country undertaken a program of rehabilitation which involved so many considerations, and which aimed directly to teach adults an entirely new occupation from the one which they had previously known. All of the difficulties in the administration of the Act could not be foreseen, either by the legislators or those primarily responsible for the functioning of the work. This led to some confusion and misunderstanding in the earlier administration of the service, but was finally clarified and readjusted until there was a smooth and harmonious working organization. The effectiveness of the work and its results cannot be measured at this time. It will remain for time alone to determine whether or not the investment for this task was wisely made by the United States Government. It is predicted, however, that as an economic and social development this work will be far reaching in results. An evidence of this is the wide consideration by the various states of plans for the rehabilitation of the disabled in industry. National legislation is in process. Thus the country itself is to be concerned with the conservation of human resources.

From the small organization of four or five people, who were originally responsible for the work in this district, the organization has grown to include something more than 350 persons. This personnel is made up of medical officers and nurses, training officers, placement officers, vocational advisers, and clerical staff. There are more than 9,500 men in training in the district, and more than 10,500 have been placed in training to date. They are studying in more than 220 educational institutions in the State and in 1,100 industrial and commercial establishments. The types of training offered and the employment objectives of the men vary from short intensive courses in English, leading to definite trade occupa-

tions, up to post-graduate courses in medicine, where the general practitioner, who has become disabled through the war, is given a specialized course. Already men have actually been rehabilitated, and there is positive evidence that their increased earnings as a result of the training will, at the start, be from \$300 to \$500 per year more than their pre-war wage, and that as in the case of all persons who have been trained, these amounts will be greatly increased by their experience. At this date applicants and claimants are requesting admission into training courses. Action is being taken on all cases wherever the facts entering into eligibility can be determined in favor of the man. Recent legislation and regulations have made possible a closer coordination of this work with the Bureau of War Risk Insurance and the Public Health. There is every reason to believe that the vast majority of the men who are entitled to training under the Rehabilitation Act will have completed such training within a reasonable period of time.

THE WAR DEPARTMENT'S WORK FOR THE RE-EMPLOYMENT OF DEMOBILIZED TROOPS*

Philadelphia, the largest city of the greatest industrial State in the Union, had indeed an interesting history in the movement for the restoration of its soldiers, sailors and marines to civilian occupations, and the unusually orderly way in which this assimilation was accomplished is noteworthy.

Early in March, 1919, Colonel Arthur Woods, former Commissioner of Police for New York City, who had served with distinction in the Army's Air Service, was appointed Assistant to the Secretary of War, and placed in charge of all the War Department's activities with reference to the problem of the transfer of soldiers, sailors and marines to civilian life. Demobilization had been going on for four months. Some 3,000,000 soldiers were to be helped back into civilian occupations. From an Army strength of 3,700,000 on November 11, 1918, when the armistice was signed, 1,400,000 had been already demobilized, leaving 2,300,000 still in the service.

For the Secretary of War to enter the field of employment was at the best a delicate proposition, as the economic situation throughout the country between employer and employe was more or less precarious. The sudden termination of almost all war contracts made general business abnormal and chaotic. Huge amounts of capital were tied up in these projects, and it was the duty of the War Department, in order to stimulate new business, to settle all such contracts promptly and fairly, so that the ordinary business of the country might be taken up again.

The Army General Staff reported the following summary of labor conditions: "The Industrial Report for March 1st shows eighty cities reporting surplus and fifteen shortage. All centers in New York, New Jersey and Pennsylvania are shown on the surplus list, the estimated surplus in round figures being 367,000."

With labor conditions already bad and twice as many men to be demobilized as had been, the situation was uncomfortable. The scheme of demobilization was almost purely military, and there had been considerable discussion by the Secretary of War, and his associates, as to whether the unemployment that existed in the country during the winter months might not be avoided by a different

*Reports of Capt. John Parker Hill edited by the Secretary of the Philadelphia War History Committee.

propaganda. Provision was made that the men who had no employment to go to, might have their discharge delayed at their own request; and, on the other hand, men for whom there was particular need in their homes, either because of domestic distress or industrial demand, might be released in advance of their fellows. Great Britain had planned an industrial scheme of demobilization, but was forced to abandon it and resort to a purely military one, for the reason that the latter was more expeditious and gave far less dissatisfaction on the part of individual men, who, although they were willing to stand being held in the service along with other men of their organization, would not submit to being held for industrial reasons while other members of their organization were being discharged.

However, there was considerable elasticity given to the Army demobilization; it being, of course, the desire both of the great mass of people and of the men who were in the service that demobilization proceed as fast as possible. International and industrial conditions weighed very little beside this desire. Consequently no set program for relieving unemployment by slowing up demobilization was feasible. Whatever was to be done by the War Department in the way of smoothing over the soldier's return to private life, was to be done by accommodating civil conditions to the exigencies of demobilization and not conditions of demobilization to the exigencies of industrial life.

The great industrial State of Pennsylvania faced the problem in a way peculiar to no other State. The Army's largest demobilization camp was located forty miles away at Camp Dix, in the State of New Jersey. More than 80 per cent of the returning American Army passed through the port of New York City. In view of this, Pennsylvania, with its tremendous natural resources and equally gigantic manufacturing enterprises, was destined to be the largest field for this great work of taking care of the returning men.

Philadelphia, especially because of its proximity to demobilization camps, had difficult problems of employment to face. Thousands of men debarked at the port of Philadelphia, and hundreds of thousands, demobilized at Camp Dix or at the camps near New York City, came for many reasons to the "City of Brotherly Love." Therefore, a large part of the work in Pennsylvania was centralized in or directed from this city.

It might be well to diagnose what might be termed the psychology of the situation. Return to civil life was to be more than glad homecoming, hand-shaking, and story telling. There must be jobs for the men. During the winter, industrial prospects had predicted very grave increases of unemployment by early summer, if industrial conditions did not improve radically. The natural thing which followed immediately upon the cessation of war and the industrial activities devoted directly to the war, was a wave of uncertainty which confronted the business world as to what was to be done next. From the employers' standpoint it was found that, although they realized the services of our Army and knew that the men who composed it must be taken back to civil life, nevertheless, they had not adjusted their obligations in this quarter to their policy of conservatism in another. It was perfectly human for them to be hesitant about increasing their payrolls when business was bad. Appreciating their own difficulties, they were inclined to feel that the Government should help share them, and that the service men themselves must share them. On the other hand, this instinctive and perfectly natural feeling

did not harmonize with the ideas in the soldiers' minds. The change in ambition, and even in character, which Army life had brought about in service men was something which business men and other persons who stayed at home were quite unable to understand. The service man, as likely as not, was unwilling to go back to his former occupation, and unwilling to accept the wages he had formerly received. As between the state of mind of the employer, therefore, and the state of mind of the service man, there was almost a deadlock—a deadlock which was due not to selfishness, lack of patriotism or ignorance, but rather to the fact that immense experience had supervened, and had not only changed industrial and domestic conditions, but had changed as well the disposition, the ambition, and the habits of men both in and out of the service.

Still another factor that affected the re-employment as much as any other one was the ambition of labor as a class to maintain the high level of wages in effect during the war. This ambition was fortified by a natural reluctance to accept reduced wages for any reason, and a specific desire to maintain high wages when the cost of living was so high. The outcome was a series of threatened strikes, which created an industrial situation so unstable that it was impossible to get a large number of men promptly assimilated.

The many Welfare Organizations, already in the field, namely, the American Red Cross, the Y. M. C. A., Knights of Columbus, Jewish Welfare Association, War Camp Community Service, and others, were struggling valiantly with the employment situation. It was, however, not surprising that whatever existing agencies were at work for the returning soldiers, they were unable to overcome the difficulties.

The United States Employment Service established bureaus for the placement of the returning soldiers, sailors and marines, in more than 2,000 cities and towns throughout the country; but it is a fact, whether excusable or not, that the service as a whole did not have the confidence of the employers of the country. But because of the failure of its appropriation, early in the year 1919, whatever work the service had been able to do was from that time impaired by fiscal uncertainties, and consequently lowered *esprit de corps* as well as by the lack of confidence on the part of business. Its adversities wrecked its morale and efficiency to a great degree, and all but deprived it of control of many of its local bureaus.

Those who had improved by their experiences in the service were not often understood by those who sought to secure employment for them. A considerable number of discharged men who misinterpreted the service rendered them, followed the lines of least resistance; some begged money on the streets; some peddled more or less worthless articles on the strength of the public interest in and appreciation of the uniform; some lived on the hospitality of the people, and shirked every opportunity to secure legitimate employment. Then, there were those who felt because the Government had taken them from a good job the Government should secure a good job for them. In some cases, the men had grudges against the Government. They exaggerated the faults of the service. They assumed the attitude that the Government, in order to square itself with them, must give them well-paying positions. Each had in mind the kind of job he wanted, and it was frequently one that he was not qualified to fill.

These were the conditions as found by the War Department representatives in Philadelphia in March and April, 1919. It had already been decided by Colonel

Woods that efforts should be directed toward securing the coordination of the many existing job-finding agencies and cooperate with them. It was also decided that the public should be acquainted with the changed attitude of the discharged man and his needs, through a campaign of education in the press.

The coordination of the job-finding agencies was not, however, feasible in many localities. In Philadelphia a large booth was erected in the courtyard of the City Hall, in which representatives of all the welfare organizations, together with representatives of the United States Employment Service, combined to simplify this great work. This centralization plan made it possible for the discharged man arriving at the city to secure attention to any legitimate need as well as direction to any job for which he was fitted.

Relations were established with the American Legion. In its plan of mutual helpfulness it had instituted an employment program which, although it never became active, was able to assist other better organized offices belonging to the State Employment Service.

At this time, Captain John Parker Hill, relieved from duty on the General Staff of the Army, was assigned to this work for the State of Pennsylvania. The fact that Captain Hill was a native of Philadelphia made his progress less difficult, and assisted greatly in relieving the seriousness of the officers' situation. He was aided by Lieutenant J. B. Dolphin, a native of Kane, Pa., the latter making his headquarters at Pittsburgh.

After conferences with Governor William C. Sproul and former Lieutenant Governor Frank B. McClain, Executive Director of the Pennsylvania State Employment Service and the Pennsylvania and Philadelphia Councils of National Defense, a vigorous campaign was launched in Philadelphia, where the officers' situation was most acute. At this time, approximately 500 discharged officers were out of employment in this city alone.

The Philadelphia Chamber of Commerce promptly accepted its share of responsibility, and through its President, Ernest T. Trigg, and the Industrial Committee, gathered together a general committee of Philadelphia business men, who pledged themselves to employ as many of these returning officers as possible. The gentlemen who served with Captain Hill in this capacity were: Walter F. Ballinger, Samuel T. Bodine, Matthew C. Brush, Edward G. Budd, J. Howell Cummings, Cyrus H. K. Curtis, Alva C. Dinkey, W. J. Hagman, Nathan T. Folwell, David Lupton, Joseph B. McCall, James W. Rawle, Samuel Rea, Joseph M. Steele, Ernest T. Trigg, Samuel M. Vaclain, John Wanamaker, and C. H. Wheeler.

In large newspaper advertising space Philadelphia employers were appealed to by this committee.

As to the results obtained, much can be said. During the month of September, in Philadelphia alone, 211 discharged officers were permanently placed in positions ranging in salary from \$2,000 to \$8,500 per year. This did not include any turn-over.

The large manufacturing plants in and about the city responded quickly. Hog Island, the Emergency Fleet Corporation's largest shipyard, absorbed many ex-soldiers and sailors. During the year 1919, more than 15,000 ex-service men were employed by this big company. Its President, Matthew C. Brush, issued instructions that preference in positions for which they could qualify be

given to the enlisted man. In addition to this, the Walter Reed Hospital at Washington, D. C., was visited by the Hog Island officials, and some fifty maimed and wounded soldiers were removed to the shipyard and given employment.

Another striking instance of the interest of one of Philadelphia's big men in taking care of the discharged soldiers was given by Samuel M. Vauclain, of the Baldwin Locomotive Works.

He made request upon the Philadelphia Bureau for 500 ex-service men monthly, to be absorbed in the company's plants at Philadelphia and Eddystone. Discharged officers readily found prominent and responsible positions in these organizations through Mr. Vauclain's personal influence. The Baldwin Company had extensive plans for world business in locomotives. Executives were needed, and the men who were most successful with the Army forces abroad and at home were given preference.

The New York Shipbuilding Corporation at Camden, N. J., the Cramps Shipyard, farther up the river, gathered in these men. The same was true of the Philadelphia Electric Company, the United Gas Improvement Company, the Brill Car Works, and the Wanamaker Store.

It should be remembered that in order to facilitate the work of the employment of the soldier after discharge, cards had been prepared and filled out by the troops while they were on transports returning to this country. These cards were delivered to the United States employment representatives at the ports of debarkation, sorted, and forwarded to the proper states.

One of the most pressing problems, next to the organization of proper employment facilities throughout the city, was that of peddling and panhandling by men in uniform. These practices had arisen during the winter months when, in many cases, the men engaged in them had really the excuse of unemployment. They were carried on, however, because they were found to be quite profitable, not merely to the soldiers engaged, but even more so to their promoters, who recognized the commercial value of the discharged soldiers' uniform and proceeded unscrupulously to exploit it. The Federal law gave no assistance in meeting this problem, inasmuch as it permitted discharged soldiers wearing the red chevron to wear their uniforms indefinitely.

On the prominent corners in Philadelphia discharged soldiers sold books of so-called patriotic songs and verses. In many cases peddlers in uniform were imposters, not even service men. Arrests were made, and these practices soon ceased.

Another big problem confronting the discharged soldier was that of radicalism. In view of the radical tendencies apparent everywhere in the world as a result of the war, the influence of radicalism upon the discharged soldiers was an important matter to observe. Apparently the only generalization to make is that the American soldier took sides toward radicalism, just as other elements of the population did. Naturally he represented them all. Here and there he identified himself with Bolshevism or some sort of radicalism, but far more consistently has he aligned himself against it. His sympathies were largely dependent upon the treatment he had received. If he got a job and a prompt settlement from the Government for compensation, bonus, allotment, or back pay, he was unruffled by discontent. If he got no job, or if the Government bureaus paid no attention to his letters, he quickly grew bitter.

Philadelphia experienced very little of the trouble of many other cities; in fact, several radical meetings in the smaller towns and cities of the State were completely broken up by service and ex-service men.

The rehabilitation of men disabled in service was one of the most important measures of reconstruction, it having been prominent in the programs of all countries participating in the war. In our own country, the care of the disabled man, both that of training him and of finding employment for him, was placed by Congress in the hands of the Federal Board for Vocational Education, a body already in existence before the war.

In the hands of the Federal Board it was found that the problem was being dealt with as an educational rather than as an economic one. There was extreme slowness in considering applications, in determining awards, in starting training, and in finding employment. The work was inadequately decentralized, so that men were not only forced to await interminably for the settlement of their claims, but were in many cases left uninformed as to their rights to training and their means of securing it. The Employment Bureaus helped in this respect in placing these men while waiting the long delayed action of the Federal Board.

Out of the study of the problem of aiding the disabled men grew the idea of training a man for a better job than he had before. Lack of skill was as much an economic disability as the loss of a hand or eyesight. Unquestionably there was little difficulty in securing employment for men who were skilled workers before they entered the service, but many men, who were unskilled, returned from their Army experience with a larger ambition, and so were not satisfied to go back to unskilled employment. In many of the city's industrial plants training classes were established where it was possible to provide men with training for skilled work, and at the same time give them, while learning, a living wage. It was found that industrial training eliminates much labor turn-over, and is a big factor not only in increasing production, but also the efficiency of the workers as well. The achievement of this end was especially necessary with a large body of returning soldiers who could never be contented with the job they had before going into the Army. It was also economically necessary with men in general who have powers for production which society needs, but which remains useless because of the lack of training for their development.

The booklet, "Where Do We Go From Here?" written by Major W. B. Maloney, of New York, was distributed to the discharged enlisted men at all employment bureaus. It was designed and prepared with the idea of covering as much as possible of the first-hand information the returned soldiers needed. The fact that the soldiers' point of view was considerably changed by their service, that they returned to civil life with different ideas about what they should do, and that many changes had come over the civilian surroundings they had formerly known and to which they must be adjusted afresh, constituted the basis of the booklet. It endeavored in the first place to tell the soldier where he could get a job. It advised him that he should take any job he could get, rather than await indefinitely for just the right one to turn up; and encouraged him to make the most of his ambitions and work out of the job he had, even if he thought it was not up to his desires.

In order to make the return of the soldiers to their former employment less uncertain, a certificate, commonly called the "Citation," was devised, in which

the War and Navy Departments acknowledged the assurance made by an employer that he would take back into his employ all returned service men who had formerly been with him. These citations were numbered and engrossed, and a signed statement of the company desiring one was required in each instance, and kept on file by the War Department. With but few isolated cases every business organization placed their request for this citation.

The City Council authorized a loan of \$15,000,000 for a public works program to extend over a period of two years. Conferences between the War Department representatives, Captain Hill, the Mayor, and the Council's financial leaders had considerable to do with expediting this program. In the stimulation of public works no local publicity or promotion work was attempted. It was simply a case of trying to get under contract immediately work which was dormant, but which was approved by the public authorities and was popular with the people. Tact, diplomacy, usefulness and cooperation prevailed at all times.

This unusual if not unheard-of "butting in" campaign was waged without a single complaint or discordant note.

The problem of bonuses for soldiers haunted, no doubt, the legislative halls of every state in the Union after the war. Pennsylvania was no exception. What could the great Keystone State do for the soldier in a substantial way? Towns and cities were building monuments and auditoriums, with local pride, in memory of those who had heard the country's call and of those who had made the supreme sacrifice.

A bonus proposition, namely, a gift in money, authorized by the State Legislature, was not altogether a welcome one to the soldier who rather wanted prompt industrial relief and assimilation into civil life. The argument that the Commonwealth and the country owed the soldiers a debt is unquestioned. They had left their jobs, and gone away to fight, exposing themselves to danger and hardships, and receiving the monetary reward of one dollar per day. Many of these men went forth from a high impulse to save the country, and the only way to pay them was to honor them by making the country worth saving. The wounded ones should be cared for, and the incapacitated should receive our most generous aid. The widows and orphans have a claim upon our pension funds, but the attempt by any money bonus to even up the wages of these men who risked their very lives, showed a failure to appreciate values. One might as well pay a friend for his loyalty, or a parent for his care, as to pay any money to a soldier for his heroism to his state and country.

THE AMERICAN LEGION



FOR God and Country we associate ourselves for the following purposes: To uphold and defend the Constitution of the United States of America, to maintain law and order; to foster and perpetuate a one hundred per cent Americanism; to preserve the memories and incidents of our association in the Great War; to inculcate a sense of individual obligation to the community, state and nation; to combat the autocracy of both the classes and the masses; to make right the master of might; to promote peace and good will on earth; to safeguard and transmit to posterity the principles of justice, freedom and democracy; to consecrate and sanctify our comradeship by our devotion to mutual helpfulness."

In the early part of 1919, several thinking men wearing the uniform of the United States Government met in Paris to consider ways of organizing a helpful instrument for the benefit of those who dedicated themselves to their country during the World War. Many names for this veterans' organization were suggested and that of "The American Legion" was most popular. A caucus at a later date was arranged in St. Louis, Mo., in which city delegates gathered from many states of the Union. Temporary plans were formulated for the establishment of posts throughout the country and George Wentworth Carr was chosen to outline a plan of organization for Philadelphia and to place before a second meeting of the interested World War veterans concrete suggestions as to how the movement might be promoted.

Applications were being received almost daily for charters for American Legion Posts in Philadelphia County, one of the requirements being that fifteen ex-service men or women in this city must sign an application in triplicate and subscribe fifty cents for the privilege of receiving a charter. Philadelphia led in this work, rapidly increasing the number of local posts until it reached some seventy-five active posts.

The Legion made its first appeal for city-wide recognition in the form of a membership drive.

This effort was under the direction of a special committee, and it was culminated in a rally of ex-service men which packed the Academy of Music, and was marked by the presence of Cardinal Mercier, the beloved Belgian prelate. Cardinal Mercier opened his heart to these American soldiers, sailors and marines, and gave an inspiration and an endorsement to the Legion which echoed from coast to coast. The city was awakened to the appreciation of the fact that the Legion constituted a vital force in the community which deserved to be recognized; almost from that day the influence of the Legion has impressed itself upon Philadelphia.

During the past two years the Legion in Philadelphia County has been



well represented at the State conventions held in Harrisburg, 1919, and in Allentown, 1920, and the National conventions held in Minneapolis, 1919, and in Cleveland, 1920.

A county committee was organized with equal representation from the various posts, such an organization being necessary to coordinate the work of the Legion in a large city and in order also to give the struggling posts the benefit of ideas formulated by the more prosperous and more rapidly developing units.

Early in 1920 the French Government decided to pay a lasting tribute to the men who gave their lives in the World War, and designated the American Legion to distribute on behalf of the French Government Memorial Certificates. These were to be presented to the families of every American soldier, sailor or marine who had given his life in this country's service during the World War. Philadelphia numbered among its soldier dead approximately 2,000. This was no easy task, for the addresses which were provided by the War Department were found to be frequently incorrect, but the detail was carefully worked out and the certificates were delivered by the Legion at a fitting service in the Metropolitan Opera House. M. Jusserand, the French Ambassador, delivered a message to the American people.

A call was issued through the National Headquarters to adopt the war orphans and as a result several of the Legion posts in Philadelphia are carrying as a permanent expense to the post \$75 per year for the upkeep of one poor child who has been left uncared for as a result of the war.

The posts made large contributions toward the fund recently sent to France for the care of the fields where our heroes are resting. Whenever there has been a call for funds to help here or "Over There," Philadelphia posts have been and will be ready to do more than their share.

Another of the early problems of the Legion was to arrange for firing squads so that military funerals might be conducted and the war heroes laid to rest with fitting ceremony.

An employment bureau was organized for the purpose of assisting comrades to obtain employment. It is daily brought into direct contact with men who served overseas for a period of two years or more who are actually without food, shelter and clothing. A fund was raised to help these men to obtain relief and hundreds of comrades have been assisted in this way. It has been impossible to place all who applied for employment, but it is estimated that it has succeeded in placing at least twenty-five per cent in various lines of employment.

A Committee on Disabled Soldiers and Medical Aid was organized, their object being to assist all comrades with physical or mental disabilities to secure compensation through the War Risk Insurance, Vocational Training and United States Public Health Service.

Other committees which were formed for the benefit of the ex-service men in Philadelphia were Americanism, Legal Aid, Membership, Entertainment, Athletic, Post Financial Appeals, Memorial Day, Armistice Day and War Memorial.

At the Harrisburg Convention a suggestion was offered that a vessel constructed by the New York Shipbuilding Company be named "The American Legion." This was accomplished and the launching was attended by Senator Freylinhuysen of New Jersey; by Franklin d'Olier, then National Commander

of the Legion; George F. Tyler, the Department Commander, and scores of Legion and city notables, the ship being christened by Mrs. Freylinhuysen.

Great work has been accomplished by the Americanism Committee of the American Legion in the city of Philadelphia. Many classes of instruction of various lines have been conducted by Legionaires in an effort to make real American citizens of those not born in this country and living in this country in obscure corners inhabited only by people of their own nationality, where American customs are not in use.

The Philadelphia County Committee decided to hold an Annual American Legion Field Meet toward defraying the expenses of the committee and for use in assisting the ex-service men. The first meet was held in September of 1920 at Franklin Field and was notable because of the presence of the Olympic stars who came direct from Antwerp, and who were acclaimed by thousands of admirers.

The second meet was held on June 4, 1921, and was an overwhelming success from an athletic standpoint. The proceeds of the meet were divided among the various posts and the County Committee.

During December, 1920, the State First Vice-Commander, David B. Simpson, conducted a campaign to raise a fund among the Legionaires of Philadelphia for Christmas cheer for the disabled soldiers and sailors who were in hospitals in Philadelphia. Three thousand five hundred dollars were raised for this purpose; numerous gifts were given to each of the wounded, concerts were held at the hospitals where a sufficient number of wounded men warranted.

The next undertaking was holding an All-American Day, "To stress and emphasize the loyalty and need of national service." Accordingly the County Chairman called a meeting in the Mayor's reception room of all patriotic and civic organizations in the city. The Mayor addressed them, and a result of this meeting was the All-American Mass Meeting and Parade on April 7, 1921. All the leading patriotic and civic organizations participated; two meetings were held—one at the Metropolitan Opera House and the other at the Academy of Music—a parade consisting of 30,000 members of the various organizations and one of the largest displays of the American flag ever known.

THE MILITARY ORDER OF FOREIGN WARS OF THE UNITED STATES, PENNSYLVANIA COMMANDERY

By OGDEN D. WILKINSON, Secretary

This Order is a Military Organization with patriotic objects and covers the period of American History since national independence. The conditions of membership are restricted to actual service by (or to descent in the male line only, from) commissioned officers in a foreign war.

In order to guarantee perpetuity for a military organization of this character, it was necessary to make it national and to include all wars, thus assuring a veteran element in the membership.

The Pennsylvania Commandery was instituted April 29, 1895, with the following officers:

Commander, Captain C. Ellis Stevens. Vice-Commander, James Millin. Secretary and Treasurer, T. Willing Balch.

The membership increased steadily and during the years immediately following the Spanish-American War many distinguished officers were enrolled. General Pershing was admitted to Companionship in the Pennsylvania Commandery when serving as First Lieutenant of Cavalry.

Many of the officers now at the head of several departments of the various branches of the service were members of the Pennsylvania Commandery in the early days of their career. During the World War there was no service rendered the United States Government, whether of the simplest form or of the most vital importance, in which Companions of the Pennsylvania Commandery did not participate.

Realizing that the Commandery could be of great assistance to officers who were strangers in Philadelphia by providing a comfortable and attractive room in which they could stop to read and rest or meet their friends, headquarters were established on the lobby floor of the Bellevue-Stratford Hotel in November, 1917.

The activities of the headquarters were varied and numerous. The homelike reception room was appreciated by officers stationed in and near Philadelphia as well as by those who were spending a few hours or days in the city.

Desirable accommodations were secured for officers and their families and much other assistance rendered.

Medical attention was secured and after bringing the matter to the notice of the office of the Surgeon General, a Medical Department of the Army was finally established in the Philadelphia District.

The present officers of the Pennsylvania Commandery are as follows:

Commander, Admiral Robert E. Coontz, U. S. N., Chief of Naval Operations, Washington, D. C. Vice-Commanders: Major General Wm. M. Black, U. S. A., Retired.; Brigadier General Smedley D. Butler, U. S. M. C.; Brigadier General Joseph A. Gaston, U. S. A., Retired; Captain Mitchell C. MacDonald, U. S. N., Retired. Secretary, Captain Ogden D. Wilkinson, Q. M. Registrar, Lieutenant Albert L. Byrnes, U. S. N. R. F. Treasurer, Lieutenant Colonel George B. Zane, Jr., N. G. P., Retired. Chaplain, Major Henry A. F. Hoyt, N. G. P., Retired. Judge Advocate, Major John Glover Muir, U. S. M. C., Retired. Surgeon, Colonel Richard H. Harte, M. C.

MILITARY ORDER OF THE WORLD WAR

By CAPTAIN ROBESON LEA PEROT

The Military Order of the World War is the outgrowth of a society started by a few ex-officers of the World War in 1919 at a meeting held in Detroit, when the temporary name of "American Officers of the Great War" was adopted.

At the first National Convention, which was also held in the city of Detroit, on September 6, 7, and 8, 1920, the present name was adopted, as was the following preamble to the Constitution, which states clearly the aims of the organization:

To cherish the memories and associations of the World War waged for humanity;
To inculcate and stimulate love of our Country and the Flag;
To ever maintain law and order, and to defend the honor, integrity and supremacy of our National Government and the Constitution of the United States;
To foster fraternal relations between all branches of the Military and Naval Services;
To promote the cultivation of Military and Naval Science, and the adoption of a consistent and suitable Military and Naval policy for the United States;
To acquire and preserve records of individual services; to encourage and assist in the holding of commemorations and the establishment of memorials of the World War;
And to transmit all of these ideals to posterity, we unite to establish the

"MILITARY ORDER OF THE WORLD WAR."

Any commissioned officer who served in the armed forces of the United States or its Allies during the World War, and was commissioned before the promulgation of peace, is eligible for nomination for membership in this society.

At the first National Convention, at which seventy chapters were represented by membership, the Rev. Dr. Edward M. Jefferys of Philadelphia was elected Chaplain General of the National Organization and Captain Robeson Lea Perot was elected Commander of the Third Department.

The departments, which are nine in number, correspond to the Army Corps Area Departments, in accordance with Army Reorganization plans now in process of development.

The Greater Philadelphia Chapter was the first to organize and at a meeting, held on August 27, 1919, twenty-five local officers signed the application for a charter.

By courtesy of the management, the Hotel Walton was made permanent headquarters and all meetings are held in its parlors.

Many subjects of great importance in connection with matters of national interest and for the benefit of disabled soldiers and sailors, have been discussed by the chapter during the last three years and in several cases submitted with recommendations to the Senators and Representatives in Washington and Harrisburg.

The present officers are:

Commander	Lieutenant Colonel William E. Ashton
Vice-Commander	Captain Frederick R. Naile (Navy)
Adjutant	Captain Murray H. Spahr, Jr.
Treasurer	Captain Elwood W. Miller
Assistant Adjutant	Lieutenant J. Russell Long
Historian	Captain Robeson Lea Perot
Chaplain	Rev. Dr. Edward M. Jefferys

Staff:

Lieutenant Joseph Bonn	Lieutenant J. Russell Long
Lieutenant Colonel Richard H. Harte	Lieutenant Arthur McKeogh
Lieutenant George E. Lippincott	Captain Howard H. McKnight

NATIONAL AMERICAN WAR MOTHERS

PHILADELPHIA CHAPTER

The National American War Mothers were organized in the spring of 1917 in Indiana. Membership in the organization was open to any mother whose son or daughter was in the service of the United States during the period of the World War.

The Philadelphia Chapter, of which Mrs. John M. Gallagher is President, was organized as the result of a convention of the National American War Mothers, held in Washington, D. C., in the fall of 1919. Mrs. Gallagher, who attended the convention, decided to organize the women in and near Philadelphia and called two meetings for that purpose; one at the home of Mrs. William Bateman of Wayne, and the other at the New Century Club in Philadelphia.

A permanent meeting place was secured in the quarters of the Philadelphia Chamber of Commerce and a constitution and by-laws were adopted. The following officers of the Philadelphia Chapter were elected: Mrs. J. M. Gallagher, President; Mrs. W. Hancock, Vice-President; Mrs. H. L. Cassard, Vice-President;

Mrs. Kirk W. Magill, Recording Secretary; Mrs. L. Titus, Corresponding Secretary; Mrs. Wm. Rock, Treasurer; Mrs. Wm. Bergner, Historian; Mrs. Alice Dougherty, Auditor; Mrs. T. M. Baxter, Director; Mrs. J. Delton, Director; Mrs. J. Archer Rulon, Director; Mrs. E. Sayen Schultz, Director; Mrs. Charles Young, Director.

The Philadelphia Chapter did a great deal of work for League Island, and at Christmas time prepared over 200 packets, which were packed at the home of Mrs. J. B. MacPherson. A delegation of the mothers also visited the Navy Home at Gray's Ferry Road and Camp Dix. The chapter also cooperated with the War Risk Insurance officials in reference to certain cases where incomplete addresses made the work of the bureau difficult.

On Memorial Day members of the chapter united with the Legion posts and Veteran Organizations in decorating the graves in various cemeteries in and near Philadelphia.

Members of the chapter contributed to the fund which was raised for the MacMonnies Statue of Liberty, presented to France as a gift from the people of America. Contributions were also made to the Memorial Chapel at Valley Forge.

On June 5, 1920, the Philadelphia Chapter attended in a body the launching of the steamship *Gold Star*, named in honor of the men and women who died in service. Mrs. Gallagher acted as Sponsor and christened the ship as it left the ways, at the Harlan Shipbuilding Company, Wilmington, Del. The huge service banner emblazoned with a large gold star was draped over the prow of the ship and was afterwards presented to the Philadelphia Chapter by the officials of the company.

The present Officers (1921) are:-

President.....	Mrs. J. M. Gallagher
First Vice-President.....	Mrs. Blanche Bellak
Second Vice-President...	Mrs. E. Jordan
Recording Secretary. ...	Mrs. Kirk W. Magill
Corresponding Secretary	Mrs. Maud Cluley
Treasurer.....	Mrs. William Rock
Auditor	Mrs. Leo Titus
Historian.....	Mrs. Martha E. Rossiter

PHILADELPHIA'S SERVICE FLAG

"Home are the men, whose valiant line
Hurled back the Teuton's mad advance,
Save those who guard the mighty Rhine,
Or sleep, forever blest, in France."



UNTIL the records of the War Department are completed, it will be impossible to give the exact number of Philadelphia men and women in the service of their country. Nevertheless, by comparing the available lists, it has been estimated that at least 90,000 Philadelphians joined some branch of the Army, Navy or Marine Corps.

With the demobilization of the 28th and 79th Divisions, an effort was made to secure the service records of the men in those two divisions, as well as of all others who had been returned to this country, whether they had been discharged or not. The Philadelphia Council of National Defense was instructed by Mayor Smith to direct this work, and a committee was appointed by Judge Martin to cooperate with the Pennsylvania War History Commission. Charles B. Hall, Secretary of the Councilmanic Committee for the Relief and Sustenance of Soldiers' Families, was appointed Chairman. The Executive Manager of the Council of Defense was made Secretary. The details of the work were developed as rapidly as possible, and the activities of the committee directed from the offices of the Council of Defense in the Liberty Building.

Following the examples of other cities, the Philadelphia Committee arranged for a house-to-house canvass by the Police Department, the Captain of each of the forty-one Police Districts being instructed as to any special details and features of the work. Mayor Smith issued a proclamation designating Friday, June 27th, as the day upon which the canvass should be started, and called upon all citizens to aid in "making Philadelphia's war records complete". The newspapers of the City gave generously of their columns, and a special appeal was made to all clubs, societies, churches, lodges and other organizations to assist in this comprehensive endeavor. The original plan was to have all blanks distributed on Friday and Saturday and collected during the early part of the following week. The magnitude of the work and the size of the area covered made it impossible to carry out such a plan, and the actual time required for the distribution and collection was more than two weeks.

The Pennsylvania War History Commission had printed 100,000 record blanks which were delivered to the Bureau of Police at City Hall, after which they were sent to the various police stations. The territory covered was, of course, the entire City, or 126 square miles. Considering the difficulties of such work the results were satisfactory. In many cases no one was at home when the police called. Again, changes of address complicated the work and in a few cases any response was refused. However, when the blanks were collected and arranged alphabetically it was found that over 50,000 had been returned, of which 12,000 were brought



Courtesy of the Philadelphia "Press."

Governor Sproul and General Beary arriving at the Grand Stand, 28th Division Parade.

in person or mailed to the offices of the Council of Defense, 1,500 went directly to the Pennsylvania Commission and the remaining 33,500 were collected by the police.

Letters and diaries were handed in and many of them were extremely interesting. Some were full of woeful tales in which the Medical Corps and various welfare organizations were impartially assigned to the eternal abode of blistering heat. Others will add materially to the sum total of knowledge of the work of the A. E. F. Excerpts from a few only can be incorporated in this printed story of Philadelphia's participation in the World War. They have been largely taken from letters from men who served in special units in order to emphasize the wide range of service rendered. Every one of them breathes the true American spirit of pluck and determination undismayed by temporary discomfort or pain.

Sergeant William V. Whalen, 3d Company, 4th Mechanical Air Service, wrote to his mother from Romorantine, France, under date of January 9, 1918:

"At last I am able to reveal to you the course of events in which I have participated since my departure from the U. S. A. After being two days at sea, we dropped anchor in Halifax Harbor, where we enjoyed the beautiful scenery of the old French city and the surrounding country.

"After we sailed from Halifax, all went well until we had been out fifteen days, when suddenly all on board were startled by a terrible thud caused by the explosion of a depth-bomb dropped by a ship on our port side. (We were one of a convoy of twenty-three ships.) It was only a few seconds until the decks, rafts,

and riggings swarmed with eager-hearted, red-blooded Sammies, awaiting a glimpse of the first Hun 'Sub' whose periscope soon sprang to our view from a breaking wave. Its course was directed towards our ship, but was soon turned by the fire from our guns. Soon a fatal shot was fired. There was a mighty explosion and a huge flash of flames. The wild cheers from the enthusiastic boys rang out from the depth of their hearts.

"In England our journey was through the most picturesque southern part and justly deserves the name of the 'Garden Spot of the World'. Our first view of France was through a heavy mist and fog early one morning as we approached Le Havre. We spent the first night in camouflaged tents to outwit any scouting planes of the enemy. The following day we started on again. The scenery through the Doine Valley reminded us of some of the fertile valleys at home, but the cities of Rouen, Paris and Orleans, as well as the French villages, have particular characteristics of their own and are different from any we had seen before.

"This camp is known as Air Service Production Center No. 2, and is the largest of its kind in France. There are a large number of factories and plants for the assembling, repairing and salvaging of planes, a work to which many soldiers are detailed. French women are also employed in certain departments, but the hardest and most undesirable is done by Chinese labor. Men of almost every nationality are seen in the streets. The production here surpasses that of any manufacturing city of 200,000 in the states.

"We have here the second largest refrigerating plant in the world, great railroad yards, miles of warehouses and extensive flying fields. This camp is in direct communication with the front at all times, by wire and rail."

Norman Hulme, an architect, served with the Staff of the Chief Engineers, First Army. In a letter to Major General James B. Coryell, N. G. P. (Retired), he spoke of his experiences after leaving New York:

"Never was there brought together such a body of Army men and welfare workers as composed the passenger list of the French liner *Rochambeau*, on which it was the good fortune of my company, the 158th Engineer Motor Company, to sail for 'Over There.'

"First, because of their air of importance, a Congressional Committee on a tour to investigate everything and anything pertaining to Army work; next, the representatives of the great welfare organizations whose number included the President's son-in-law, a member of the Young Men's Christian Association Unit; Red Cross chaplains, doctors, secretaries and members of that wonderful self-sacrificing body of Army nurses, who later justly earned the name of 'Roses of No Man's Land,' Knights of Columbus Secretaries, Salvation Army lassies of 'Doughnut' fame, Jewish Welfare workers and a number of reporters and writers headed by Robert Collier.

"As to the motley assembly of fighting men, there were American engineer and cavalry troops, naval gunners and aviators, French chasseurs, all wearing wound stripes and distinguished service medals, Polish troops, recruited in Canada, wearing old British red-coat uniforms, American Army and Navy officers on detached service, members of the French Diplomatic Corps, Polish officers, and Chinese interpreters for duty with British labor troops.

"Despite the babble of tongues, it was our good fortune to arrive safely at



Courtesy of Frank W. Buhler, Stanley Co. of America.

Parade of the 28th Division passing the U. S. Custom House.

the harbor of Bordeaux with its grand water frontage on the River Garonne. One swelled with pride as he entered the port, for there were miles of wharfage under American control, a large portion of which was built by our engineering troops. How gratifying it was to see the tremendous work which had been accomplished by the American Advance Guard.

"Like all American troops, upon disembarking we had to face the hardships of a five-day 'rest', consisting of continuous policing of camp and personal equipment. This prepared us for a three-day journey north by freight to Le Havre which gave an exceptional opportunity to study the condition of France where only women were left to maintain the normal function and routine of industry. The outstanding feature of this trip was a wonderfully equipped United States Army Hospital train on its way to a base hospital. At once interest was lost in its mechanical perfection, because its human freight of wounded doughboys conveyed a message that made one thrill. How they smiled through bandages and splints, and displayed 'Iron Crosses' and other trophies taken from the Boche, and were optimistic as to their ability to go him one better at their next meeting. After our troops saw such painstaking provision for the 'return,' should one be necessary, there was no further complaint regarding the 'Chevaux Limited' in which we were going forward.

"According to novelists, France always appears sunny, however, she received us with rain and continued her welcome in such fashion on alternate days for three

successive months. Of course, it has its compensation, for the country blooms like a garden and so one can understand the pride the Frenchman takes in 'La Belle France.' "

Some idea of the problem of providing food for an Army is given by Corporal Howard J. Gill, Q. M. C., of Bakery Company No. 102, who sent with his service record a report prepared by Captain Harold B. West, Q. M. C., the officer in charge of the bakeries at Is-sur-Tille, France, where the A. E. F. established the largest bakery in the world. The story of this plant reads like a fairy tale:

"With a capacity for output of 800,000 pounds of bread per day, it was housed in two immense ordnance buildings, constructed of steel and corrugated iron, each 380 feet long by 210 feet wide, connected by a covered run-way. Besides containing the appliances for making bread, these buildings had storage space for 19,000,000 pounds of raw material, including flour, salt, lard substitutes, sugar, bread sacks, etc. In a two-story power house, 90 feet by 60 feet, two 750 horsepower turbo generators were installed which guaranteed sufficient electricity for power and lighting.

"A double track railroad spur, capable of holding forty American freight cars at one time, ran along the north side of the building. These cars which held approximately 65,000 pounds of flour, were constantly changing, and on one occasion 2,037,321 pounds of material were unloaded in twelve hours.

"When in full operation, the bakery used 600,000 pounds of flour, 10,000 pounds of salt and 1,000 pounds of yeast per day. This vast amount of material was handled almost exclusively by machinery, and its metamorphosis from the raw state into the finished product was one of the wonders of the A. E. F. Every precaution was taken to insure the proper kneading, baking, packing and shipping of the bread so that it would be of uniform quality and size.

"The personnel required for the full operation of the plant was 20 officers, 511 soldiers and 200 (colored) stevedores."

Alfred E. Dahne was with the Headquarters Troop of the 3d Division and gives an account of delivering messages under fire:

"My comrade and I were sleeping back to back. Strange to say when we heard the shells with their 'Zowie-bang,' both of us were on our feet facing each other.

"In came an orderly and handed me a bunch of messages. My comrade and I started on an awful trip. It seemed as though the air was singing with shells which broke all around, but my name was not on any of them. Along the roads the scenes were fierce—horses and men lying dead and dying. Some poor fellows had their gas masks half on, but were so weak from wounds that they had not the strength to put them on and they died that way.

"The next day the barrage had died down to normal and on the third day out, the boys started their victorious counter attack. They chased the Huns over the Marne and just kept them going."

The experiences of a "runner" are recounted by Private F. W. Lund of Company M, 115th United States Infantry, who says:

"One thing I'll never forget is the glorious sight on the morning we were waiting to 'go over.' Everyone must have thought of the Star Spangled Banner. There



Courtesy of the Philadelphia "Press."

State Officials on Grand Stand opposite Independence Hall. 28th Division Parade.

was the 'Dawn's early light, the rocket's red glare, and the bombs bursting in the air.' Everybody seemed thrilled and the captains were yelling to keep the men from crowding over too fast.

"Very soon another runner and I were sent ahead on a trip. Of course, our destinations were moving ahead all the time and we traveled a couple of hours before we caught up to them. Returning, however, it was just the opposite, and we could have been back in less than half the time, but we were interrupted. First interruption on the way back was a meek little 'Deutscher' who seemed to spring from nowhere, his hands up and yelling 'Kamerad.' I don't think runners are supposed to take prisoners, but when they are thrust upon us and we are bound for the rear it seemed O. K. This fellow said he had a friend in a dugout who wanted to get captured. A couple of our boys came along just then and we all went over to the dugout. The other Boche was right on the job and tickled to death to be captured. The other boys had to go ahead, so we hiked away with our two birds. Just went back till we met another bunch of prisoners, when we pushed ours in with them and beat it back to our H. Q.

"That afternoon I had a sweet job—I was ordered to stay with the colonel. All went well while he walked, but then he got on a horse with long legs and I was not with him again until he got off.

"Next morning the colonel, or I, got lost. At least, we were not together and it was up to me to locate him. Not such a job, for all I had to do was to go forward. After locating him I had it pretty easy, compared to the previous day. Just a

few short trips. Of course, machine gun bullets, shells and air planes were flying everywhere, but nobody seemed to give them a thought. We would sit there on the hillside watching the high explosives land just a few yards away.

"About 5 p.m. a couple of shells dropped twenty or thirty yards away. I did not stop to see what the others did. I just dropped flat, and was barely down when shell No. 3 comes over and a piece of it gets me on the back of the right hand. Didn't hurt a bit when it hit, but felt like something very big had bumped against me. I could wiggle all my fingers so I knew that no bones or tendons were broken. When Heinie ceased firing I beat it down the hill and ran into some lieutenant who opened my first aid packet and tied me up. I went up the hill and got my pack and raincoat. Also several things in my pack that I wanted. No one else in our bunch was hurt. Wasn't that lucky? I got a drink of water and started back to the dressing station. About a quarter of a mile I was stopped by a medical man who looked at my hand, tied it up again and put a tag on me.

"Soon I overtook a lieutenant who was hiking back to some H. Q. He wasn't very husky looking, still he insisted on carrying my pack for me. That was the beginning of a number of kindnesses which I had never thought existed in the Army. Before leaving, he lightened my pack by taking out my bayonet and shovel and I then hiked on merrily.

"What a sight along that road! Ammunition wagons, ambulances, reserve troops going up, bunches of wounded and prisoners, and further back supply wagons and rolling kitchens. Every now and then a bunch of engineers who worked night and day with shells dropping all around. I'll take back what I used to sing about the lazy engineers.

"About half way back the pleasant odors of a kitchen greeted me and I stopped. Some engineers were getting supper. More kindness. Nice steak, gravy, prunes, bread and coffee. (And they cut my steak, too.) My, but it was good!"

Private Lund then gives his impression of the splendid medical attention which was immediately given him:

"Couldn't walk extra fast in the mud and darkness, but I reached the dressing station at 8 p.m. (about seven or eight miles). Got right into an ambulance with some fellows, who could sit up, and continued the journey. It was after midnight when we arrived at the field hospital, but I don't think we traveled far for there were so many terrible delays. There I received a shot of antitetanus serum, also some hot cocoa and cookies from the American Red Cross. Next we crawled into some nice warm blankets and it did not take long to fall asleep.

"We were awakened at 6 a.m. More hot cocoa and cookies and then we got on a truck and rode a couple of hours to a bigger field hospital. There our wounds were redressed and we got sponge baths and they took all our clothing away. They gave us pajamas to wear, then I was put in Ward No. 13, nice long room with a stove in the middle. Very few stayed in their cots, but wrapped blankets around them and gathered at the stove. Looked like a bunch of Indians.

"Some cheerful bunch of cripples around that stove. Everyone telling when and where he got it. We refought the whole war sitting around that stove. They gave us all we could eat at meal time. Who wouldn't be cheerful?

"We got on a train that forenoon, but it was no '10 hommes, 8 chevaux' affair at that time. A new American Red Cross train as comfortable and easy riding as a Pullman. Next day I received a complete new outfit of clothes—even heavy



Courtesy of the Philadelphia "Press."

Saluting the Liberty Bell. 28th Division Parade.

woolens. C'est la guerre. Had a hot shower bath - first in a long time. Next morning I located the barber shop and was relieved of a week's whiskers. Barber sure was busy shaving. I had to return the following day for a hair cut.

"Had movies at the Red Cross hut a couple of nights. Dorothy Gish in the 'Little School Ma'am' was pretty good.

"Keep well and happy and remember that you are not to worry any more."

Captain Cornelius T. McCarthy was with the American Engineers at Cambrai in 1917, and was the first American medical officer to receive the British Military Cross and Bar. He served as an American Medical Officer with the 9th Essex (British) Regiment. His citations commented upon his heroism in working during gas attacks without his mask, the more readily to render aid.

Captain McCarthy relates a thrilling experience which occurred on May 27, 1918, while up at the front:

"Reaching the Auchon-Viller's and Mailly-Maillet roads, a high explosive barrage caught our last company. It was pitch dark, but, having an electric torch, I could see here and there a battered mass of humanity. Lying beside a young boy, I felt the warm blood spurting from an artery of his leg. I tightly adjusted his first aid dressing around his thigh. A gas shell burst near by. Before I could adjust my mask I received the contents in my face. Finally, getting the mask on, I staggered across the road, stumbling over the mangled body of my orderly. Removing the mask, I shouted for Corporal Poole. A voice answered: 'I am here, but

my leg is broken. I can't move.' I asked: 'Where's Garrett?' He replied: 'By my side. Look at him, he is bleeding from the neck.' Stumbling to his side, I found him dying, muttering: 'They got me after three years.'

"As I lay beside Garrett a helpless feeling gripped me. However, as Medical Officer, it was my duty to get them to the dressing station. On my way to find the stretcher bearers I ordered the men to stay where they were as quietly as possible. In response, one voice feebly sang out: 'Don't be long Doc, I'm slipping.'

"The village through which I passed to the dressing station was under bombardment. At the station I secured Private Haley and eight stretcher bearers. Returning with the wounded I heard groans from the cellar of a demolished house. Private Haley and I rushed to the gas-filled cave, finding Sergeant Baxter, with both legs severed. In the darkness I dimly saw brave Haley, with his mask off, unselfishly helping Baxter. Although I shouted to him to adjust his mask, his delay in doing so caused his death later.

"The last man being dressed, and now badly gassed myself, I crawled into an ambulance, much in need of a little first aid myself."

Lieutenant John Emil Eigenauer, who served with the 60th U. S. Infantry, forwarded a copy of *The Diamond*, the weekly publication of the 5th Division, in which a number of Philadelphia men served. This copy was printed in Luxembourg, April 29, 1919, and, inter alia, contains the following statement of interest to the people of Philadelphia:

"The division was first commanded by Major General Charles H. Muir, who was directed by General Order No. 135 War Department, December 8, 1917, to proceed to Camp Logan, Houston, Tex., to command the 5th Division (regular), but telegraphic instructions from the War Department, dated December 25, 1917, directed Major General Muir to proceed from Camp Logan, Houston, Tex., to Camp Hancock, Georgia, to command the 28th Division."

The work of the Signal Platoon of Headquarters Company 109, U. S. Infantry is told by Corporal Henry D. Cox:

"It was the duty of this body of men (average platoon strength, sixty-five men) to keep all signal apparatus in working order, instal and operate all instruments, including telephones, buzzerphones, wireless, T. P. S., and other forms of communication and to maintain this service at all times within the regiment, as well as lines running to brigade and division headquarters and the units on our right and left. Of course, this means hard work.

"This platoon worked under direct shell fire for the first time on July 7, 1918, in the vicinity of St. Agnes, Nonde-en-Brie, Chateau-Thierry and Grande Fontain.

"Telephones lines were laid and maintained, besides buzzerphone lines, in the heaviest of the shell fire and gas at these points. One man, Sergeant Herben, of the Signal Platoon, and formerly of Company K, 1st Regiment N. G. P., sent and received 367 messages in three days' time, during the most trying and critical period of this operation. (Crossing the Vesle River.)

"Sergeant Raymond (Platoon Sergeant), also did exceptional work here and in the Argonne offensive, and received a commission while in France. He is married, lives in Philadelphia, and is an old N. G. P. man."



Photo by L. R. Snow.

General Price saluting the Liberty Bell. 28th Division Parade.

Private Albert Dick, who served with the 95th Aero Squadron, which was known as the "Flying Circus," sent home the following interesting account of his experiences:

"This is the first American Pursuit Squadron on the front and has a very high record for victories over the Hun, having brought down about seventy-five German balloons and planes. Our squadron has taken prominent parts in all the big drives. They were on the front of the Chalons (Champagne sector) during the big German offensive in March. This squadron did effective work in directing artillery fire and in bringing down many observation and bombing planes and balloons in the Chateau-Thierry, St. Mihiel and Argonne Woods, north of Verdun. This squadron has had with it such prominent flyers as Major Lufberry, Captain Eddie Rickenbacker, Captain Douglass Campbell and Lieutenant Quentin Roosevelt."

The letter of Personnel Corporal Raymond A. Sholl, Headquarters Company, 54th Pioneer Infantry, gives his unexpected experiences at the front. The 54th—the 3d Battalion of which was commanded by Major David B. Simpson, of this city—had been ordered to a certain camp for training, but the orders were cancelled and the regiment sent to the front. Writing from Dun-sur-Meuse, France, Corporal Sholl says:

"The *Stars and Stripes*, the A. E. F. paper printed in France for the Americans here, has gotten up a sort of letter writing day to Dad. They are asking every American here to write home to Dad on November 24th. They also want each man to tell his experiences in France, and also to state just where he is located at the time of writing, so here goes:

"We were on the ocean just two weeks and Thursday morning, September 12th, we sighted land. Running up a bay lined on either side by great rocks, we finally docked at Brest, France. Here we marched after getting off ship through Brest and out into the country to a rest camp. We got into camp at about 6.30 in the evening. It was already dark and we had to pitch pup tents and sleep in the mud. We remained in this place (rest camp is the big joke, as the fellows worked about twelve hours a day) for a few days.

"Later, we were again placed forty men in one car and taken north. We did not know where we were going, but toward evening we began to hear a dull rumbling. At first I didn't know what it meant, but it soon dawned upon us that our train was approaching the western front. We rode all night and in the morning we were again dumped off our train at a place called Fleury. In the afternoon I received my first gas mask instructions.

"While several of us were gathered there, someone looked up and pointed out some tiny clouds bursting far above us. No one knew what it meant until it was explained to us that a German plane was overhead and was being shelled by our anti-aircraft guns. This was my first sight of a German plane, but it was not the last sight by a long shot.

"We saw a lot of Fritz in the air and, in fact, it became a common sight to see Hun planes come over in numbers from one, to possibly a dozen, but our anti-aircraft, usually kept them up pretty high, so that they were harmless during the day. They came over on several occasions at night while we were camped here, and after dropping a few bombs turned around and went back home. They came over so often that I could tell the purr of their motors when they were miles away. They sound entirely different from any other motor.

"On Saturday, October 12th, we packed up and hiked back to Aubréville, which is about fifteen miles northwest of Verdun. Here five of us lived together in a little shanty by the side of the stable. We had several night raids, too, but I took no chances. As soon as I saw old Fritz coming I knew it was best to beat it into a dugout.

"On Friday morning, November 1st, I was awakened by a great rumbling and trembling of our little house, and I knew that another drive had started in the Argonne. At about 3 a.m. I got up, went outside, and saw that the whole sky was aflame with a great light and the noise of the barrage was terrible. I learned the following morning that it was the greatest and most deadly barrage ever put over during the war. The Germans that were left flew so fast that our men had to chase them in auto trucks. This was the beginning of the end for, once more, Germany's best men were beaten and were licked for the last time.

"And now I am sitting in a little room in an old hotel which, several weeks ago, was occupied by the Germans. It is situated in the town of Dun and right along the river. There is not much more to tell, but I am glad that the censor's lid is lifted so that I can tell you where I am. Our entrance into the zone of action was a great surprise to me, as we were to go into training, but at a moment's notice orders were changed with the result that I have seen a lot more than I would ever have seen in a training camp. Our men deserve a lot of praise, too, as they worked right in the Argonne on roads which had to be kept open in order to make the big drive a success, and many a day they worked under shell fire for eight hours and longer."

While on the subject of pioneers, the following poem—author unknown—is of interest. It was sent with the Service Record of Private W. G. Affleck, Company A, 59th Pioneer Infantry.

THE PIONEERS

We read about the doughboys and their valor, which is true,
And of the gallant part they played for the old Red, White and Blue;
We read about the H. F. A. and their ever-roaring guns,
Also the heavy part they played in blowing up the Huns;
The Infantry, the Cavalry, the hardy Engineers,
But we never read a single word about "The Pioneers."

They slept in pup tents in the cold and worked in mud and mire,
They filled up shell holes in the roads, 'most always under fire;
Far o'er the lines the scout plane goes, directing the barrage,
Just as the zero hour draws nigh, or just before the charge,
As o'er the top the doughboy goes, to put the Hun to tears,
But who went out and cut the Wire? "The Husky Pioneers."

They buried beaucoup horses, and carried beaucoup shells,
From every dump on every front, the kind of work that tells.
A heavy pack on every back, on every track in France,
They never wore the "Croix de Guerre"—They never had the chance.
And as the heavy trucks rolled by, they worked to calm their fears,
Who made the rocky road so smooth? "The same old Pioneers."

Each branch deserves much credit, and I like to read their praise,
We helped them all, both great and small, in many different ways;
The Shock Troops, and the brave Marines, the Ammunition Train,
The Signal Corps, the Tank Corps, and the Observation Plane,
The War is won, the work is done, so here's three hearty cheers,
For the outfit that I soldiered with, "The Good Old PIONEERS."

(ONE OF THEM.)

In two long letters, Charles Frederick West shows war at its best and at its worst. Of the former condition he writes:

"In some of the towns where we stayed, the women and girls came out to kiss us, and gave us chicken dinners and all the milk and wine we could drink. At one village where we were quartered, I met a French woman who invited me to her house and who gave me a big dinner. When I got to the house I had to kiss the old lady and her two girls, and when I left I had to do the same thing. During the meal they had the laugh on me because I did not drink any wine. They told me that I was the first one that they had met who did not drink. I told them I liked milk, so one of the girls went out into the barn and milked the cow, so I could have all I could possibly drink. After that nice meal, I was there for supper every night."

Private West then sketches another scene in the theatre of war. He says, that later on, while waiting for things to happen we were billeted in barns, barracks and broken buildings where the French soldiers slept, and they were full of cooties.

"You may not think this is true, but the cooties who are with the boys are game, courageous and true. They will stick to a man under shell fire and they keep him in motion when he longs to sleep. Machine gunners who know how to sweep the enemy front with their rat-a-tat-tat machines, have yet to learn the law of separation, from some old cooties. They are there to the last. The cooty is not an optical illusion. One of the boys who has been up the line and who saw plenty of the fireworks told me very soberly that he had not seen a single cooty in France. He was right, because they are not single! They are all married and have large families."

Private (later Sergeant) Samuel G. Rossiter was kept on the move, as chauffeur for Brigadier General Thomas W. Darrah, commanding the 55th Infantry Brigade of the 28th Division. Rossiter enlisted in the 1st Brigade, 7th Division, on June 20, 1917, and when the Guard was federalized he was sent to Camp Hancock and assigned as chauffeur for the Brigade car of Brigadier General F. W. Stillwell.

After the Brigade reached France, Colonel George E. Kemp, of Philadelphia, was Acting Brigade Commander until July 3d, when General Darrah assumed command at midnight. Half an hour later, the entire Brigade was ordered forward in a defensive operation on the Marne. Rossiter was thereafter continuously under fire until the signing of the armistice.

In his letters home, Rossiter describes some of the narrow escapes and wild rides that were his. In one letter he says: "During the night of August 8th-9th, while sleeping in the car, it was struck by shrapnel, one piece of which tore a hole through the door, while smaller pieces ripped up the upholstery."

In relating what he considers his most exciting experience, he wrote, late in July, 1918:

"Last Sunday night, at about seven o'clock, I was driving the General from Courmont to Fresnes, and when we came to an intersection of three roads he ordered me to take the one to the right. We had gone but a very short distance when we came to front line trenches occupied by our own Brigade. Realizing that we had made a mistake, the General ordered me to turn back in order to get on the other road. By this time the Germans had recognized a Staff car and were throwing shells at us with speed and ever-increasing accuracy. When I approached the intersection of the three roads, it was being swept by shell-fire, so I turned across the fields and was lucky to get on the road to Fresnes without being hit. I had not gone more than 500 yards when I found that the bridge, crossing one of the branches of the Oureq, had been destroyed by the Germans in their retreat, so once again I had to take to the fields and follow the stream for several hundred yards until I found another bridge. By this time every window in the car had been blown out by the force of concussion, but otherwise no serious damage was done."

A large number of colored men from Philadelphia served during the war and had many and varied experiences.

Minyard William Newsome, a resident of this city, was a student in the theological department of Lincoln University when the war started. He was sent to Camp Taylor in June, 1918, where he joined the 532d Engineers, a unit in which a number of other Philadelphia men were enrolled.

Newsome, who was a good musician, became a member of the band and went with the regiment to France, where it was attached to the S. O. S. For a short time the 532d Engineers were at Is-sur-Tille and later at Ancy-la-France. Here the men built the barracks and performed the many duties required by the S. O. S. Although not at any time at the extreme front, the men were in the advance sector at the time of the armistice.

The regiment came home on the U. S. S. *Troy*, and with his service record Newsome handed in a copy of the *Trojan Journal*, the newspaper published on board ship for Sunday June 29, 1919. To the left of the heading—"ALMOST THERE"—are the words: "Brest Cafe—2.321 miles"; and to the right: "12d & Broadway—339 miles."

A statement in the journal speaks of the work of the band in the following words: "The 532d Engineers has some jazz band. It sure can tear off the wildest sort of jazz—that creepy, shuffly sort. This same regiment also had an entertainment section known as the 'Dixie Minstrels of the A. E. F.,' which put on a series of fifty or more shows in the 36th, 78th and 80th Divisional areas to audiences of over 25,000 doughboys. At an entertainment on shipboard, the 'Harmony Four' of the 'Dixie Minstrels' won second prize."

Robert H. Nones, Jr., a Major in the Dental Corps, was one of those who had an opportunity of helping Army men, whose features were destroyed by wounds. The following statements give some idea of the way in which he and his associates were able to accomplish remarkable results:

"At the entrance of America into the Great War, one of the chief problems which presented itself to the Surgeon General of the United States Army was how properly to train officers to take care of and make over those victims of warfare whose faces were so badly shattered as to make their appearance in public a hardship. These wounds had to be operated upon and treated so that the men would not be ashamed to go among their fellows. I may say that this condition was one of the most horrible of warfare.

"Through the three years' experience of both the French and British Medical Corps, we were enabled to gain much knowledge and, therefore, put that knowledge to practice.

"The Surgeon General established courses covering oral and plastic surgery in the University of Pennsylvania, Washington University in St. Louis, and Northwestern University in Chicago. Men who were known for their adaptability, and who had special training in this line of work, were sent to these Army schools for training of four or five weeks. The idea was to organize teams of a surgeon and a dentist to work together on the cases.

"On April 4, 1918, the first oral and plastic surgery unit, under command of Lieutenant Colonel Wilray P. Blair, of St. Louis, set sail on the transport *America*. There were thirty-five surgeons and dental surgeons in this unit. They arrived two weeks later at the port of Brest in France, were immediately sent to Blois, and there received orders distributing them to their different hospitals and stations. The majority of the unit went to Sidcup and Queen's hospitals, London, England. Eight others, of whom the writer was one, were sent to No. 13 General Hospital, British Expeditionary Forces, on the British front. They spent some time observing and working with the surgeons, profiting much by their great experience. Visits were paid and observations were made at various other hospitals, and much work was done. The British Army was enduring some heavy fighting and suffering heavy casualties.

"In a few weeks, orders were received, and that small body of eight men was broken up and sent to different hospitals on the front. I was ordered to American Red Cross Military Hospital No. 5, a huge tent hospital of 2,100 beds, the largest of its kind in France, one that could be picked up and moved in forty-eight hours. Cases were coming in continuously through the drives, and much work was done. The greatest amount of oral plastic work done at that time was probably performed at No. 1 Hospital, the American Ambulance at Neuilly.

"A few weeks after the arrival of the first unit, a second unit, under command of Lieutenant Colonel Robert H. Ivy, of Philadelphia, arrived, and opened headquarters at Vichy, which place became a center for all oral and plastic surgery work.

"The duties of the dentists in these units were twofold; first, they had to possess mechanical skill to construct the proper appliances for holding shattered parts together, then they must assist the surgeon at the actual operation, working with him at all times until the case was finally dismissed, which might be, as I have seen in many cases, after twenty-five operations or more had been performed on one man's face.

"Along with all this work the dentist had to take care of the mouths and teeth of the patients in the hospitals, and in many cases, my own for instance, in more than one hospital I had to take care of many commands outside of my station, ambulance drivers, troops under arms, air service, etc.

"Several of the original unit were in evacuation hospital units, which were constantly under shell fire. They were able by their skill to give immediate attention to the face cases, thereby lessening the chances of fatal results, and great credit must be given to the skill and valor of these men, as upon them rested the future of the results obtained in the hospitals farther back.

"The wonderful part of all this work was the great confidence the patient had in the surgeon. At all times during the operation he was without pain through the use of local anesthetics and seemed to be happy in the thought of the promise that his looks would be restored to nearly normal. After all, a man may lose an arm or a leg, and people will not shudder, but let him go before his fellows with a face torn beyond recognition and people will turn away, forgetting the great good he did, and the great work he performed so that those same people could enjoy the fruits of his labor.

"Fortunately for America, and the men of the American Army, the war ended soon, so that our face cases were not nearly so many as those of the other Armies.

"After the armistice, many of the original oral and plastic units received their orders to return home, accompanying the wounded. In this way the man familiar with the work could take care of the cases without interruption, and when they were received on this side the work could be carried on without danger of serious effects, such as infection, etc."

Included in the personnel of the first Oral and Plastic Surgery Unit, were the following Philadelphians: Major Thomas C. Stellwagen, M. C.; Major George M. Dorrance, M. C.; Major Edward F. Lafitte, D. C.; Major Robert H. Nones, Jr., D. C.; Captain John W. Bransfield, M. C.

Sergeant Gilmore Berry, Chief Quartermaster, U. S. N., served during the late war on the U. S. S. *Benham*. He gives some idea of life on a destroyer as follows:

"On the date that a state of war was declared to exist between the United States and the German Empire, I was serving on board the destroyer *Benham*, at that time doing patrol duty off the Virginia Capes.

"On the 7th of April, 1917, we were ordered, by radio, to proceed to the Navy Yard at Norfolk, Va., for repairs, fuel oil and provisions. On the 14th of April, 1917, the ship sailed from Norfolk, Va., to the Navy Yard at Brooklyn, N. Y., where two anti-aircraft guns were mounted on board.

"At midnight, on the 17th of April, 1917, we sailed from St. George, Staten Island, convoying the S. S. *La Lorraine*, in company with the French cruiser *Amirante Aube*, and the U. S. 7th Destroyer Division, consisting of the U. S. S. *Cushing*, U. S. S. *Cassin*, U. S. S. *Benham*, U. S. S. *Wainwright*, and the U. S. S. *Cummings*.

"When clear of Nantucket Shoals Light Vessel, the destroyers left the French ships and set a course for Halifax, Nova Scotia, arriving on the 18th of April, 1917. After the division had taken capacity loads of fuel oil, we left Halifax and set a course for Queenstown, Ireland.

"On the 24th of April, 1917, we arrived at Queenstown, after an uneventful voyage. Our first five days there were spent in having depth charge racks and releasing gear installed by the men from our tender, the U. S. S. *Melville* (Admiral Sims' Flagship), and general instructions to the crew.

"On the sixth day in Queenstown, we were allotted a patrol district off the south Irish coast over which we scouted for enemy submarines, convoying all merchant ships sighted, to the boundaries of our district, and only returning to our base for fuel and provisions. This duty lasted until the system of convoy was changed.

"In June, 1917, our division met and convoyed into St. Nazaire, France, the U. S. S. *Seattle* and transports bearing the United States Marine Corps and 1st Division, A. E. F. On our return to Queenstown from this duty, we engaged an enemy submarine off the coast of France, but before we could get fairly into action with our depth charges she had submerged and disappeared.

"On numerous occasions we picked up the survivors of ships that had been torpedoed, who had to be fed, clothed, billeted, and doctored until we reached port.

"The day that the U. S. S. *Jacob Jones* was torpedoed, we had been in her company, en route from St. Nazaire, France. At 2 p.m. she stopped for target practice. At 3 p.m. we received a radio message from the Land's End Radio Station saying she had been torpedoed, and that her survivors were adrift in rafts and boats. We put about and ran at full speed to the scene of the disaster, but her crew had already been rescued by the British cruiser *Zinnia*.

"On the 30th day of July, 1917, we engaged an enemy submarine off Land's End, England, in the act of submerging. After fifteen minutes of gun-fire and depth-charge attack, the amount of waste matter and fuel oil that arose to the water's surface was sufficient evidence that she had been destroyed and our captain reported it as such. This engagement won the ship a letter of commendation from Admiral Sims, and the British Admiralty.

"On the 21st of August, 1917, while en route to meet a convoy, the *Benham* was rammed amidships by the British cruiser *Zinnia*. The night was exceptionally dark and foggy, and the absence of running lights on either ship was no doubt the cause of the collision. The engine-room, after fireroom and after magazine filled rapidly, and although the collision mat was put over the side immediately, it was too small to cover the hole made in her side. The ship settled until her stern and after gun were under water. Not knowing what moment the forward bulkheads would buckle and fill the ship with water, the captain ordered all hands to abandon the ship, and officers and crew took to the boats and life rafts, excepting Captain Lyons, Lieutenant W. A. Riedel, J. J. Dallier, Chief Gunner's Mate John Schnell, Chief Machinist's Mate Thomas J. Flaherty, Boatswain's Mate, First Class, B. R. Alexander, Fireman, First Class, and myself, who remained until the ship reached port.

"Our officers and crew were picked up by the *Zinnia*, and after she had effected temporary repairs to her bow, she towed us to Queenstown, accompanied by the U. S. Destroyers *Trippe* and *Drayton*.

"Upon arrival in Queenstown, a temporary wooden patch was put over the hole, and the ship made her own way to Newport, Monmouthshire, South Wales, where all necessary repairs were effected. On the 1st of November, 1917, the ship was again on the high seas and ready for duty.

"On the 13th of December, 1917, a terrible gale swept the south coasts of England and Ireland, which did much damage to all the destroyers then at sea. Our own damage amounted to the loss of half of each mast and radio aerials, boats stove in, and all frail deck gear smashed. We were at this time in the English Channel, off Davenport Light. During this storm, which alternated between hail and snow, we picked up forty-one survivors from a torpedoed British tanker, of whom thirty-nine were Singalese, one a boy of the English Naval Gun Crew, and the first mate. The remainder of her crew and officers were picked up by the U. S. S. *Trippe*. The ferocity of the storm forced us to take refuge in the harbor of Falmouth, England, and even here the wind was so strong our anchors would not hold ground. We left Falmouth on the 21th of December, 1917.

"On Christmas Day, 1917, off Land's End, England, we sighted the English destroyer H-01, with masts and stacks gone, no compasses, her decks a heap of twisted wreckage, and her ensign flying at half mast. This vessel had tried to weather out the storm. We towed her into Penzance, England, and as we left the harbor, we were attacked by an enemy submarine, one torpedo missing our bow by a scant three or four yards. We circled, and attacked her approximate position with depth charges, but without visible results.

"On the 17th of May, 1918, I was transferred to Base No. 6, with twenty-four other men, to form Nucleus Crew No. 17, which would return to the United States, and commission a new destroyer. We proceeded by American Line Steamer from Liverpool, England, to New York City, thence overland to the Mare Island, Cal., Navy Yard; where we were assigned to the destroyer *Killy*, then building.

"While waiting for our ship to be commissioned, I was detailed as instructor in the Officers' Material School, teaching the students the working of the compass, log, deadline, and signals.

"Just prior to the commissioning of the *Killy*, the keel was laid for the destroyer *Ward*, No. 139, and the *Killy's* crew was transferred to her. As this was during the Fourth Liberty Loan drive, they dubbed the *Ward*, Liberty Destroyer No. 139, and set out to make a record on her construction. Fourteen and a half days after her keel was laid, she took to the water and ninety days later she steamed away from the Navy Yard complete, and in full commission. However, due to the installation of an inferior grade of pumps the *Ward* was forced to return to the Navy Yard for repairs.

"One day after the armistice was signed, we again left Mare Island, and in the record time of eleven days, eight hours and forty-six minutes made the trip, via the Panama Canal, to Norfolk, Va. Captain Milton S. Davis, commanding the *Ward*, brought her through the Canal in four hours and five minutes, beating his own previous world's record, made by the U. S. S. *Shaw*, by twenty-five minutes. The *Ward* made nearly thirty-six knots per hour for six hours and a little better than thirty-eight knots for her best hour on trials."

One of the most interesting Units with the American Expeditionary Forces was the 1st Gas Regiment, popularly known as the Hell Fire Battalion. Major W. Griffin Gribbel of this city was one of the officers of the first battalion, and among the other Philadelphians were: Sergeant Frank L. Fleming, Corporal Edwin Jepson, and Privates (1st Class) Harry J. Brown, Alfred B. Grayson and Michael Sheerin.

The regiment, originally organized as the 30th Engineers, assembled at Camp American University, Washington, D. C., and at Fort Myer, Virginia. Its first battalion sailed from Hoboken on Christmas Day, 1917, on the U. S. S. *President Grant*.

Within three weeks the men were actually in the line brigaded with a platoon of the Royal (British) Engineers, and participated in the preparation and execution of gas attacks in almost every point in the British line from Ypres to Erquigneum until the enemy offensive beginning April 8, 1918. During this period the battalion was provisioned solely by the British Quartermaster Department. It was early apparent that the British ration was small as compared to the American, and the men had great difficulty in accustoming themselves to the absence of such staples as beans, coffee and oatmeal. In speaking of his impressions with the British troops, Major Gribbel says:

"It was our impression that the British were tiring. On sober second thought, this did not seem entirely surprising, in view of the four years of exhaustive duty that they had uncomplainingly passed through. By contrast, our enlisted personnel might be likened to a new broom. This, I think, is a fair comparison. I have frequently doubted whether our green, youthful troops could have withstood the incessant pressure along the western front which the phlegmatic and rather stoical British temperament had learned to successfully endure with an almost uncanny cheerfulness under any and all conditions. Conversely, I may be pardoned if I hazard the assertion that the British troops at the beginning of the final offensive could not have carried through the swift and effective thrusts starting with Chateau-Thierry and ending on November 11, 1918.

"After the enemy offensive of April, aimed at the British, we were withdrawn from the British Expeditionary Force and were moved to the portion of the French front taken over by the American Expeditionary Force. The first American gas attacks were made at Elirey, and at a point west of Seichprey on the night of June 18-19, 1918. Whether as a result of extraordinary French intelligence information guiding us, or as a result of pure chance, both of these operations were extremely timely. In the case of Company A, their gas discharge nipped in the bud an enemy movement then about to be launched at us; and in the case of Company R, a divisional relief in the enemy lines. The prompt withdrawal of personnel from the exposed locations of these two attacks avoided the loss of a single man.

"Subsequently, attacks were made in the Vosges and at Chateau-Thierry. From this latter point the movements were so swift that we were limited to the use of the portable 'T' Stokes Mortar, and could not use the methods of putting over a heavier concentration which was adapted to a fixed front.

"Prior to this time, the 2d and 3d Battalion had arrived in France, and by a process of personnel assimilation were brought up to an effectiveness identical with the 1st Battalion. From this point on the regiment participated in all major offensives, being a considerable assistance to the infantry in our Thermite attacks on enemy strong points.

"The signing of the armistice, welcomed though it was by the European Allies, prevented the full development of American effectiveness. In our own Chemical Warfare Service it resulted in several very important and effective lethal gases not being used by our troops. These agencies had been developed, but could not be brought into action as a result. To my knowledge the gases, both lethal and lachrymator, used by the 1st Gas Regiment, were supplied altogether by the British and the French. These were effective and are not in any sense to be despised. It is only natural, however, that we should have felt a little reluctant at the early signing of the armistice having interfered with the employment of our own material. It was believed that the use of lethal gases, as practiced by the 1st Gas Regiment, was a very much cheaper method of killing Boche than was the use of artillery shell fire; and while to some minds it seemed an unholy and awful sentiment, I sincerely hope that our Government will continue research along these lines so that we may be in a position to meet any future enemy with tools as sharp as his own."

When the 42d Division was mobilized at Camp Mills, Long Island, in August, 1917, its enlisted personnel represented National Guard units of some twenty-six (26) states.

The Pennsylvania Unit, which was the Divisional Machine Gun Battalion had very few Philadelphians, but a number of men from this city served as officers with the division. Among these was Captain William W. Bodine, Battery A, 119th Field Artillery.

In speaking of his experiences, Captain Bodine writes: "As the Champagne Defense of July 14-17, 1918, was the heaviest defensive engagement of the division, and to the minds of many of us the most important, because the success of this defense rendered possible the Aisne-Marne offensive, it may be interesting to give a few facts relative to this operation.

"In June, 1918, the Rainbow Division in the Baccarat sector was relieved by the 61st French Division with the 77th American Division as a reinforcing element. For four months we had served without relief, but we were all anxious to get into the actual fighting, and orders to proceed to the line of the Moselle with the immediate entraining for destinations unknown were welcomed. After a brief journey and a four-day respite, we were suddenly transferred to the 4th French Army under the command of General Gouraud.

"We found ourselves in a place which although one time the scene of most sanguinary engagements was now a region of unusual quiet. Nevertheless, we were organized and prepared to resist the attack which we believed to be only a matter of time.

"It was the privilege of the Rainbow Division to be the only large American Unit serving under General Gouraud, and on July 7th he published the following order:

"TO THE FRENCH AND AMERICAN SOLDIERS OF THE 1TH ARMY:

We may be attacked at any moment.

You all know that a defensive battle was never engaged under more favorable conditions. We are awake and on our guard.

We are powerfully reinforced with infantry and artillery.

You will fight on a terrain that you have transformed by your work and your perseverance into a redoubtable fortress. This invincible fortress, and all its passages are well guarded.

The bombardment will be terrible. You will stand it without weakness.

The assault will be fierce, in a cloud of smoke, dust and gas.

But your positions and your armament are formidable.

In your breasts beat the brave and strong hearts of free men.

None shall look to the rear; none shall yield a step.

Each shall have but one thought; to kill a-plenty, until they have had their fill.

Therefore, your general says to you: You will break this assault, and it will be a happy day."

(Signed) GOURAUD.

BY AUTHORITY OF THE CHIEF OF STAFF.

PETTELAT.

"On Bastille Day, 1918, the division was signaled -François 570—which meant that a general attack on an extended front was expected by the enemy. Before midnight the artillery on both sides began to let loose a tremendous fire. As the Germans advanced they were met with a defense that hurled them back, and each assault was repulsed with such vigor that after ten hours the infantry attacks died out. "Among the troops of the German Army with which we fought at this time were the 10th German Division, the 11th Prussian Guard Cavalry Division (dismounted), the 1st and 2d Bavarian Divisions, and the 72d Reserve and 30th German Divisions.

"When our division withdrew from the Champagne front, General Nonlin, commanding the 21st French Army Corps complimented its work in the following order:

"At the moment when the 12d American Division is on the point of leaving the 21st Army Corps, I desire to express my keen satisfaction and my sincere thanks for the services which it has rendered under all conditions.

"By its valor, ardor and its spirit, it has very particularly distinguished itself on July 15th and 16th in the course of the great battle where the 1th Army broke the German offensive on the Champagne front.

"I am proud to have had it under my orders during this period; and my prayers accompany it in the great struggle engaged in for the liberty of the world."

"The work of our own regiment was commended by the colonel commanding the Divisional Field Artillery of the 170th French Division in the following report":

"The 119th Field Artillery has shown qualities of the first order. I do not speak of the spirit of the regiment, of its high sense of duty, of its superb courage which are the characteristics of all American troops, but of its technical value, of its careful attention to detail, of its knowledge of correct methods. In spite of the fact that the battalions fired without a preliminary fire of adjustment and with only a topographical preparation, their fire has been remarkable for precision from the beginning and for suppleness throughout the combat."

Captain (then Lieutenant) Bodine was executive officer of his battery, and took command of it on July 11, 1918, when the battery commander was wounded.

Not every young "shave-tail" who went up in the air at the beginning of his military career managed to land safely on both feet. However, George Scott Stewart, Jr., a member of the Philadelphia Bar, after receiving his commission in the first officers' training camp in 1917, served first with the 54th Field Artillery Brigade as a balloon observer and, after twelve months overseas, returned as Lieutenant Colonel and Adjutant of the 29th Division.

Colonel Stewart summarizes some of his experiences as an officer as follows:

"Those of us who had O. R. C. tacked on our names came to believe that those initials stood for 'On Railroad Cars,' for we were moved about from place to place with disconcerting frequency. In October, 1917, after serving as Assistant Division Judge Advocate, I faced the possibilities of one more transfer, but the Bureau of War Risk Insurance saved the situation, for I was promoted to a First Lieutenancy and assigned as Division Insurance Officer. Our division raised \$235,000,000.00 of insurance, which was quite a task, especially to convince many of the soldiers of the wisdom of being insured. When I was appointed Aide-de-Camp to Major General Charles G. Morton, Division Commander in February, 1918, I found that an aide's duties ranged from receiving the President's daughter and arranging for her to sing to the soldiers, to directing the naturalization of 750 foreign-born soldiers in three days. Incidentally, it was necessary for me to edit and publish a pamphlet on Embarkation Rules and Regulations.

"On June 7, 1918 (Stewart was then a captain), I received an order to proceed to Wilmington, Del., for duty with a Coast Artillery Brigade. Fortunately we sailed before the War Department had time to act upon my telegram refusing the appointment.

"While on our way to Europe I understood more fully the remarkable part which our Navy was playing. For hours at a time while in command of a detail in the crow's nest, we could see the ships which were convoying us steaming here and there, ever ready to repel any attack.

"After landing in France it was my privilege to act as liaison officer to the 58th Infantry Brigade, and I was with the combat troops during the largest operation in which the A. E. F. participated."

Captain Stewart received his promotion to the rank of Major on November 1, 1918, and to the rank of Lieutenant Colonel in May, 1919. He was cited by Major General Morton as a result of the report of his work made by the Chief of Staff of the 29th Division.

The man who carried a camera had, at times, as many thrills as the man with a gun, for war photography is no "Pink Tea" sport. It involves danger and hardship and long hours. The first Photographic Unit of the Signal Corps was organized at Camp Vail, New Jersey, in September, 1917 with a personnel of 80. After a brief introduction to the rudiments of military training, the unit was broken up and sent to various Photo-training schools in camps all over the United States.

Charles Darwin, of this city, was one of the men who reported to Camp Vail and was soon sent to Columbia University, New York City. Here he acted as an Instructor for nine months. Upon receiving a Commission, Darwin was sent out in command of a unit consisting of one sergeant, first class, and one private, first class, and attached to the 31st (Dixie) Division. When he reached France, he was reassigned to the 28th Division.



Courtesy of Lt. Charles Darwin

Cooper and his seven prisoners.

In talking over some of his experiences, Lieutenant Darwin recalled the fact that, although only one war photographer was killed, many of the men were wounded and gassed. Of their initiative he added, "Private Campbell, a Philadelphia man, found himself far behind the lines with no prospect of getting up with his equipment. However, the car of General Petain was near by and the chauffeur did not seem to be busy, so Campbell calmly commandeered the limousine and rode in fine style to rejoin the Division. Lieutenant Edwin H. Cooper, also of this city, was grinding out films on his moving-picture camera when he was startled to see seven 'Heinies' come out of a shell hole. Before Cooper knew it he had seven perfectly good prisoners, who had mistaken his camera for a machine gun. Personally, I covered the work of the Argonne, operating from G. H. Q. in one of the ten units under command of Major Griffin, G-2, G. H. Q. Many of the pictures were filmed from an aeroplane, from which it was possible to secure remarkable results."

Although the Cavalry was not largely employed in the World War, nevertheless, certain troops were used for special service. The old Second Cavalry with Headquarters at Fort Myer, Virginia, and the Second and Third Squadrons at Fort Ethan Allen, Vermont, were sent to France in the late spring of 1918. Among the Philadelphians in this regiment was W. V. Friel, who served in Troop H.

Reminiscing over his experiences, Friel asserted that the number of horses wounded and killed was very great, but that the Army was able to replace the animals with remarkable speed. Continuing, he said, "Our Squadron was used as a Cavalry Unit at St. Mihiel and for one day in the Argonne. Afterwards we were used as mounted messengers and patrols. There were about seventeen

Philadelphians in Troop H, and we had the excitement of our lives one day just after we had entered a woodland and prepared to camp. A German aviator flew down within a few hundred feet and, giving the signal to his batteries, we were soon deluged with shells. It was at this time that probably seventy-five per cent of the horses were killed or wounded. However, the Philadelphia boys came through very well."

While "the home folks" were thinking of their dear ones with the A. E. F. those same boys were not unmindful of families in "God's Own Country," for many of them had helped to share in the family's fortune before they marched away. In an intimate letter to his brother, which asks for information about each member of the home circle, Private Raymond Sweeney, Headquarters Company, 76th Field Artillery, expressed the interest of many when he adds:

"Did mother ever get those Liberty bonds and my insurance? Let me know, so that if she did not, I can see about it."

Discomfort, danger, wounds, the very hand of death itself, never drove from the heart and mind of the men of the A. E. F. the finest and truest devotion to those who also, in full measure, sacrificed in the cause of righteousness.

While many Philadelphia men were overseas, others were doing their duty at home. In some cases those who never reached an embarkation camp faced perils more dangerous than submarines and shell fire. The men in the Chemical Warfare Section in the manufacturing centers faced death from poison gas daily, not that which was sent over by the enemy, of which usually some warning was given, but the ever-present fumes in the laboratories.

In the final edition of the *Gas-Elle*, issued at the Edgewood Arsenal (Stamford), Conn., Plant, Lieutenant Victor E. Fishburn, C. W. S. Commanding, speaks of the work of his men in the following terms:

"In this, the last issue of the *Gas-Elle*, I am again attempting to express my appreciation for the services rendered by you while at Stamford. It is only an attempt on my part, as it is impossible for me to express in writing, or in any other way, exactly what the work is that you have done here. Let us hope that the peace terms include a stipulation against the manufacture of poison gas in the future.

"For almost a year the men of this arsenal have been in daily contact with the poison gas. I believe that every man stationed here can say that he has been gassed. The men on the bleach gang put in many disagreeable hours rolling bleach drums on hot summer days, often when it was too hot to wear masks.

"It took grit and courage to inhale chloride and bleach dust during this hot weather. There was never a complaint from you men, and the operations were never held up because there was not enough bleach unloaded.

"In the picric acid plant, you men were required to breathe nitrous fumes night after night. Quite often you got more than you could stand. A good many of you received severe burns from nitric and sulphuric acid. There were many days when you could hardly eat, due to the picric acid dust that you had swallowed. None of those hardships ever interfered with production.

"The men in France had the excitement of battle to urge them on and to keep up their spirits. The glory to be gained on the battlefield was not an opportunity

offered the men at Stamford. Every man wanted to go across. It is wonderful to know that with the opportunities to win the glory on the battlefield gone, and only months of unpleasant work to look forward to, every man here came to work, eager to do all in his power. If you men, as I am sure you will, go back to work in civil life with the same spirit that you have shown here, your success in the future is assured."

The copy from which the foregoing excerpt was taken was sent in by Private First Class, Wm. F. Connelly, C. W. S., who was sent from Camp Lee, Virginia, to the Edgewood Arsenal. He also enclosed with his other records a copy of a poem written by Private Alexander London, C. W. S., entitled:

THE BATTLE OF EDGEWOOD

"The great War had been over for more than forty years,
And people had forgotten its sorrows and its tears.
The Soldier's Home was crowded with heroes of the past
Who had fought beneath Old Glory that Liberty might last.
Around the gray-haired veteran from the rock-bound coast of Maine,
Were some comrades he had fought with in the valley of Champagne,
They talked of Lens and Lille—They talked of old Verdun,
They fought the same old battles, as they sat there in the sun.
They painted vivid pictures of the battle of Arras,
They talked of Tanks and Aeroplanes and of the poison gas.
'Come here, you gray-haired Dizzy' the old man cried with glee,
'To a sad eyed man who stood alone beneath an apple tree,
'Don't stand there, you old Fogey, as if you're in a trance,
But come here quick and tell us of what you did in France.'
The old man slowly tottered to where the other stood,
And said, 'Boys let me tell you of the battle of Edgewood.
We marched away from hearth and home without a big brass band,
They sent us first to Syracuse and then to Maryland,
I met boys there from Kansas and from the Golden Gate,
Boys from far Wyoming and from every other State,
They worked from early morning, until the sun had died,
They worked and gave the best they had to keep you boys supplied.
We made Chloride and Phosphorus, and made the dread M. O.,
We were always out there battling with that dreaded unseen foe.
If a little drop of any Gas would touch the hand or face
It meant a speedy auto ride and a long stay at the Base.
They did their very biggest bit, as I know I did mine,
To help to drive the enemy, across the mighty Rhine,
So take your hats off to the boys at home, who had no chance,
To fight with you across the sea on the battlefield of France,
So let us get together, as soldiers tried and true,
And give three ringing cheers—and more, for the old Red, White and Blue.'"

Philadelphia is proud of her men. They fought on every field and in every branch of the service. To those who returned, the city opened her arms in welcome and sought to articulate her deepest emotions. Some never will return. Perhaps

all that is mortal will be brought home, to rest with their comrades-in-arms at Arlington or in the peaceful beauty of a tiny "God's acre" far from the noise and confusion of life.

Many will sleep their long sleep in foreign lands. Over their graves are the tiny crosses "row on row," symbolic of vicarious sacrifice. On those crosses might well be inscribed "non-ministrari," for surely those who rest beneath them truly ministered, and gave their lives a ransom for many.

In all humility and reverence may we draw aside the veil and find revealed the spirit that sustained these men to the last. Is it not fitting that so intimate a revelation should have been made by a son to his mother, for who in all the world paid a greater price during the days of uncertainty and strife than the mothers of all lands? So we read:

AMERICAN Y. M. C. A.
On Active Service, with the
AMERICAN EXPEDITIONARY FORCE

Saturday, Sept. 20, 1918.

"Dearest Mother:

"Just a few lines to let you know that all is well and I am enjoying the best of health and hope that you are enjoying the same.

"Up to date I have been having considerable experience, and I will have so much to talk about that I will keep you up many a night telling you the little tales of a soldier, and his experiences. I sincerely hope that you have given up worrying about me by this time, for too well you know that there is One above to watch over us and provide for us, and if it is His will He will again restore us to our own beloved ones. Too well you know how He has pulled me through when I was quite young and I am sure that I will not be forsaken. God's will be done, and not ours. So all we have to do is wait.

"Do your best to keep in the best of spirits, as I am doing, and all will be well."

(Private) JOSEPH O. YEMLE,
Company D, 315 Infantry,
A. P. O. 771, A. E. F.

The writer of this letter fell on the field of honor September 29, 1918—nine days later.

"There is One above to watch. All will be well." Spoken or unexpressed, that was the sentiment that found lodgment in the hearts and minds of the A. E. F. Their's was a virile faith. With such confidence, victory for them and for their cause was inevitable.

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